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Manitoba

Annual Report 1988 - 89

Highways and Transportation

Manitoba

Minister of
Highways and Transportation

Room 203,
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

To His Honour,
Dr. George Johnson,
Lieutenant-Governor of Manitoba,

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour the Annual Report of the Department of Highways and Transportation for the fiscal year ending March 31, 1989.

Respectfully submitted,

Albert Driedger

Honourable Albert Driedger
Minister of Highways and
Transportation

ALIVE
A Safety Initiative of the Manitoba Government

Manitoba

Deputy Minister of Highways and Transportation

Room 209
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

(204) 945-3768

The Honourable Albert Driedger
Minister
Highways and Transportation

Sir:

I have the honour of presenting the Annual Report of the Department of Highways and Transportation for the fiscal year 1988-89.

This year's activities were highlighted by the introduction of a number of safety and economic initiatives, particularly related to the motor transport sector.

As part of a nation-wide effort to improve truck safety on our highways, the Highway Traffic Act was amended to provide for a number of safety programs under the National Safety Code. Regulations were enacted to limit drivers' hours of service. As well, this year saw the implementation of an on-highway commercial vehicle inspection program to complement this effort.

On the economic side, regulations were introduced which increased the gross vehicle weight on designated highways to 62,500 kg for vehicles which meet new safety and stability criteria. Regulations were also introduced to increase the allowable gross vehicle weights on provincial access roads to 175 rural communities which have a population of 50 or more and are located within 8 kilometres of a Provincial Trunk Highway. These initiatives represent a significant step towards assisting the trucking industry in general and community - based industries and business in particular through more efficient and productive transportation of goods and services.

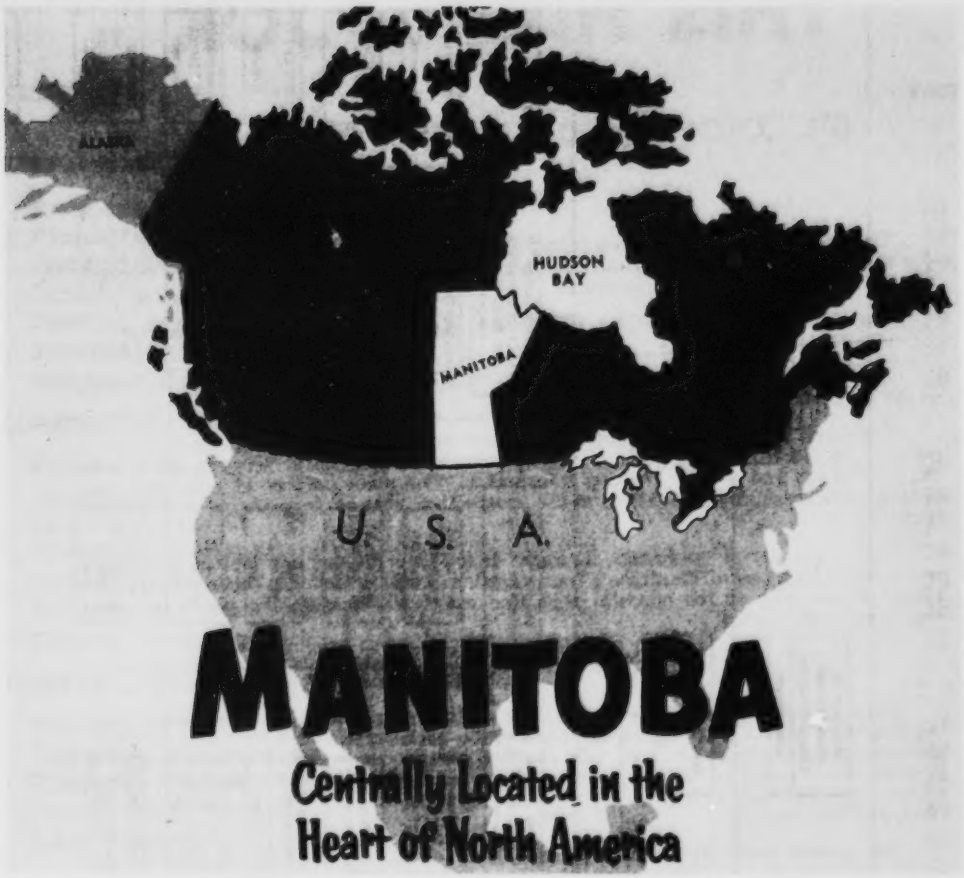
In order to improve service to the public in the driver testing area, a centralized booking system was introduced on May 2, 1988, which allows the public to book appointments for written and road tests. The new system eliminates lineups and reduces waiting time for this service.

.....

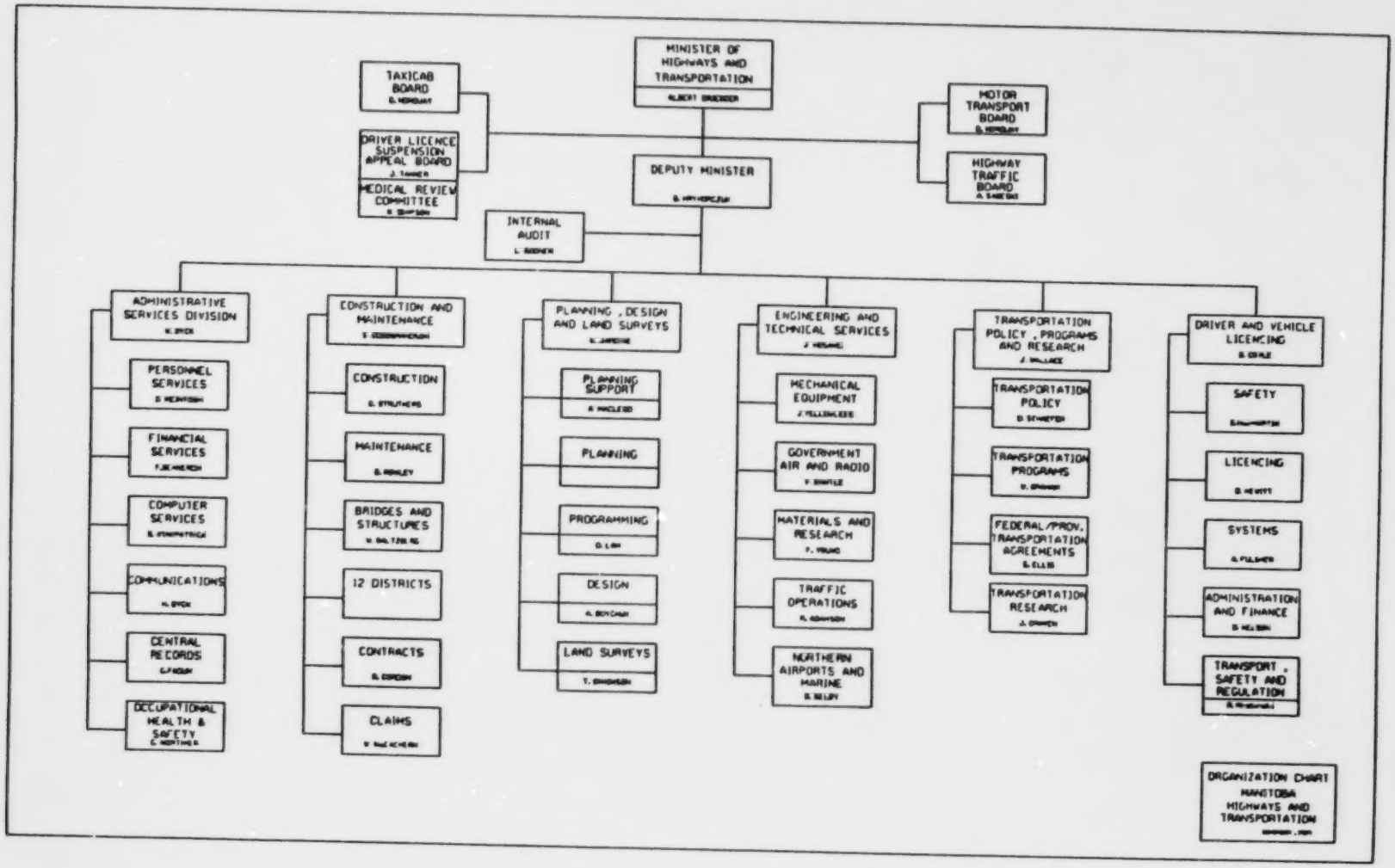
Progress continued on a number of major highway improvement projects including the continuation of twinning of PTH #75, the start of construction of an interchange at the junction of PTH #7 and the Perimeter Highway, major paving projects on PTH #3 and PTH #8 and the reconstruction of the Assiniboine River Bridge on PTH #1, west of Brandon.

Respectfully presented,

Boris R. Hryhorczuk
Deputy Minister


ALASKA
HUDSON BAY
MANITOBA
U. S. A.
MANITOBA
Centrally Located in the
Heart of North America

Organization Chart



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A B B R E V I A T I O N S

A.C.	-	asphalt cement
A.S.T.	-	asphalt surface treatment
Bdry.	-	boundary
C.N.R.	-	Canadian National Railway
C.P.R.	-	Canadian Pacific Railway
C.F.	-	cable ferry
CMP	-	corrugated metal pipe
CT	-	commercial truck
CR.	-	credit
CWT	-	hundredweight
Dist.	-	district
E.	-	east
E.D.	-	Electorial Division
HPS	-	high pressure sodium
H.F. (SSB)	-	high frequency (single side band)
Jct.	-	junction
L.G.D.	-	Local Government District
MV	-	mercury vapour
M.V.	-	motor vessel
N.	-	north
N.E. 1/4	-	northeast quarter section
No.	-	number
Prov.	-	province or provincial
P.R.	-	Provincial Road
P.T.H.	-	Provincial Trunk Highway
P.S.V.	-	public service vehicle
Rec.	-	recreational
R.L.	-	river lot
R.T.A.C.	-	Roads and Transportation Association of Canada
R.C.M.P.	-	Royal Canadian Mounted Police
R.M.	-	Rural Municipality
Sec. 34-24-12W.	-	Section, Township, Range, West
S.	-	south
S.P.C.M.P.	-	structural plate corrugated metal pipe
T.C.H.	-	Trans-Canada Highway
T.T.	-	treated timber
U.V.D.	-	Unincorporated Village District
U.S.A.	-	United States of America
V.H.F. (F.M.)	-	very high frequency (frequency modulation)
V.H.F. (A.M.)	-	very high frequency (amplitude modulation)
W.	-	west

TABLE SECTION

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Administration

The Administrative Services Division provides policy and program development, central accounting, budgetary and financial services, personnel administration, systems co-ordination, data processing and occupational health and safety needs to divisions within the Department.

PERSONNEL

The Personnel Services Section provides personnel, administrative and payroll services and systems to management and employees of the Department, through the development of policies and procedures, and the provision of support services in recruitment, salary administration, pay and benefits administration and classification. Support services are also offered in organizational analysis, contract administration, collective bargaining, employee relations, employee health and training and development.

Projects initiated and concluded are as follows:

- development and implementation of a training program for all field managers in new recruitment and selection procedures for field departmental positions
- completion of an organizational review in the Bridges and Structures section
- finalization and communications of sections role, mission and objectives
- implementation of recommendations from the District Staffing Review
- concluded implementation of the COOP Education Program.

For the fiscal period ending March 31, 1989, there were:

Number of Competitions	240
Number of Grievances	17
Number of Management originated reclassification requests	41
Number of employee originated reclassification requests	20

Activity under The Affirmative Action Policy is provided as follows with a comparison between 1987/88 and 1988/89.

	Total Staff	Female	%	Native	%	Disabled	%	Visible Minority	%
1987	2344	354	15.5	144	6.1	32	1.4	35	1.5
1988	2346	372	16.3	140	6.0	32	1.4	39	1.7

A total of 124 summer students were hired including 29 females, 13 natives and 5 visible minorities. On highway construction projects 105 natives were hired on 8 different contracts for a total of 435 person weeks of work. Under Outreach recruitment, 15 career awareness presentations outlining employment opportunities with the department were completed. Eight work experience placements were also concluded.

FINANCIAL SERVICES

The Financial Services Section is responsible for providing central accounting, financial information and related administrative services to departmental programs and management. The section ensures that internal accounting systems are in place to monitor financial matters, including:

- revenues and expenditures,
- cash receipts and disbursements,
- accounts receivable.

This section is also responsible for the preparation of annual estimates, department's quarterly forecast of expenditures and revenues and monthly expenditure reports for managers.

Departmental current and capital expenditures in 1988/89 are $216,969,189 as compared to $208,528,684 in 1987/88. The increase of $8,440,505 is primarily attributed to spending increases in highway construction of $5,037,835, highway maintenance of $4,999,035, less nonrecurring cost for water bomber purchase.

Revenue for 1988/89 totalled $47,489.7 compared to the 1987/88 total of $49,365.7 for a decrease in revenue of $1,876.0. The decrease is mainly attributed to a change in reporting for vehicle licence fees collected by M.P.I.C.

During the year, Financial Services processed 68,968 vouchers to pay suppliers for goods and services received. Approximately 20,000 invoices were produced for services provided to other government departments, agencies and third parties with a total expenditure and recoveries of approximately $3.2 million.

COMMUNICATIONS

The role of the Communications Section is to serve both the public and the department by providing basic information on the department's programs and policies and by ensuring that the department's important role in helping to meet Manitoba's transportation requirements becomes more widely known.

These tasks are carried out by a wide variety of means including direct response to public and media enquiries, preparing news releases and Ministerial speeches outlining new initiatives, developing advertising campaigns, organizing news conferences, assessing media and public reactions to various programs and policies and outlining communications strategies.

The Communications Section resumed operations in September after a six-month hiatus and over the next seven months recorded the following accomplishments:

- development of a snowplow safety awareness campaign including the preparation of news releases, newspaper advertising and radio commercials,

- assisting in editing the annual report,

- resumed publication of the departmental newsletter,

- provided critical communications advice to the Taxicab Board,

- assisted in editing the annual report of the Transportation of the Mobility Disadvantaged in Rural Manitoba Program,

- developed newspaper advertisement and news release re. the new access road policy,

- prepared news releases and assisted in the development of advertisements and commercials for a series of open houses to discuss the rerouting of Highway 75,

- produced an inventory of the department's extensive communications resources,

- provided information and speaking notes on transportation issues for the Premier and other Ministers.

Acceptance of requests for improved computer equipment and software has enabled the section to increase the amount of communications functions performed in-house.

OCCUPATIONAL HEALTH AND SAFETY

The Occupational Health and Safety Branch develops and implements related policies, programs and training to Department management and employees. The branch advises the department on compliance with Occupational Health and Safety Standards, provincial/federal acts, regulations and codes.

The 1988/89 year was highlighted with the implementation of the Department's Workplace Hazardous Materials Control Program which establishes policy, procedures and training respecting the safe handling and use of hazardous materials used by the department.

In addition, the Branch established a rehabilitation program for injured workers returning to work, implemented a new injury/illness reporting system, provided first aid training to approximately 400 employees and audiometric testing for approximately 1,000 employees.

WORKERS COMPENSATION CHARGES

Compensation	Medical	Rehabilitation	Pension	Total
$287,761.25	$79,240.73	$74,816.82	$368,500.11	$810,318.91

INJURY/ILLNESS RECORD

First Aid Reports	Medical Aid Reports	Lost Time Reports	Days Lost
104	82	100	1,873

The District Safety Award was awarded to District 7, Minnedosa, and the Mechanical Equipment Services Safety Award was awarded to the Dauphin Shop.

CENTRAL RECORDS

Central Records provides administrative support services through records management, requisitioning, central stores, postal services and administering the Freedom of Information Act.

Major accomplishments of Central Records during 1988/89 include:

- assisted program managers in the establishment of new filing systems;
- assisted in the planning and delivery of the Freedom of Information Seminars throughout the department;
- prepared and distributed the department's Resource Manual for the Freedom of Information Act;
- processed seven requests for information under the Freedom of Information Act.

INTERNAL AUDIT

Internal Audit which was established for the Department of Highways and Transportation in April 1984, provide the Deputy Minister and departmental management with an independent, systematic review and appraisal of all departmental operations. The purpose of Internal Audit is to advise management on its internal policies, practices and controls.

Internal Audit reports operationally to an Audit Committee comprised of the Deputy Minister and senior departmental executive. This committee approves annual and long-term audit plans and reviews all audit reports prepared by the audit function.

During 1988/89, the section completed scheduled audits on the Personnel Services Branch; Planning, Design and Land Surveys Division; Utilities Relocation Charges and three shared-cost agreements. In addition, Internal Audit conducted a requested

review on Common Offence Notices and responded to numerous other requests for assistance and information.

Recommendations were made to improve management control over costs in terms of economy, efficiency and effectiveness. They include:

- the strengthening of planning and reporting requirements on certain activities;
- strengthening of project management processes in certain branches;
- evaluating the reasonableness of costs initiated by third parties primarily on cost-sharing agreements;
- identifying the need for policy clarification to reduce the risk and/or incident of inconsistent practices;
- developing and/or formalizing various performance and highway design standards;
- ensuring the consistent application of normal overheads for Department initiated billings; and
- identifying the need for management information.

Internal Audit also conducted post-audit reviews on the Contracts and Construction audits.

At year-end, audits on Computer Services, Mechanical Equipment Services and Transportation Policy, Programs and Research were in process.

COMPUTER SERVICES

Computer Services provides the Department with effective automated information exchange and processing systems and assists the Driver and Vehicle Licencing Division through the Systems and Data Processing Section.

Emphasis is placed on tasks having a high economic and social return on investment. The department often takes advantage of systems that have already been developed by other transportation or related jurisdictions in order to save development costs and time.

More than 1,000 computer programs were maintained in more than 30 applications.

Systems Accomplishments

User requirements and much of the system specifications for a comprehensive Construction Management System were completed this year. Operating environment issues were examined,and integration of this project with other Distributed Processing objectives of the Department was addressed. Treasury Board approval for the continued development of this system will be sought early in the new year, and much or all of the development and implementation is hoped for during 1989/90. This system will lend significant automated support to management for the Construction Program.

Use of the Department's Computer Assisted Drafting and Design computer was extended with the completion of conversion of The Roadway Design System from MDS to our in-house facility. Future expansion will include extended use of the Interactive Graphics Roadway Design System, both at Head Office and in District Offices. Work on the provision of full metric support was begun in 1988/89 and completed. This technology will continue to provide computerized support in the design of roadways and bridges in the future.

An Aircraft Management System in support of the Air/Radio Branch of the Department was implemented in the past year.

Progress on the Equipment Management System was again slow this year. However, staffing issues and fiscal alternatives were resolved. Development of the system will proceed in the 1989/90 fiscal year, with full implementation expected.

An Electronic Mail Pilot Project, using the Department's internal strategic minicomputer and related software was planned and mapped out in the expectation that it will provide a suitable delivery vehicle for this function. The next phase of the pilot will occur in 1989/90, bearing in mind recent developments in this area pertaining to the Legislative Building.

Other activities included:

- The Data Base Administrator and the Information Support Specialist functions were appropriately staffed. Three additional Information Centre workstations were added, bringing the total to 10.

- In House Publishing was successfully reintroduced to the Department in the Maintenance Management Area. Other areas of application of this technology were identified and will be further explored in 1989/90.

- Project Definition for a comprehensive system to manage and monitor all aspects of the production of Highway Signs was completed in 1988/89.

- A preliminary plan to explore and implement appropriate microcomputer security was put forward for future action.

- Support of approximately 55 new Highway Design projects and 49 significant system maintenance and enhancement requests.

- 11 word processing studies were completed, and 12 new workstations with word processing were added, bringing the total to 50.

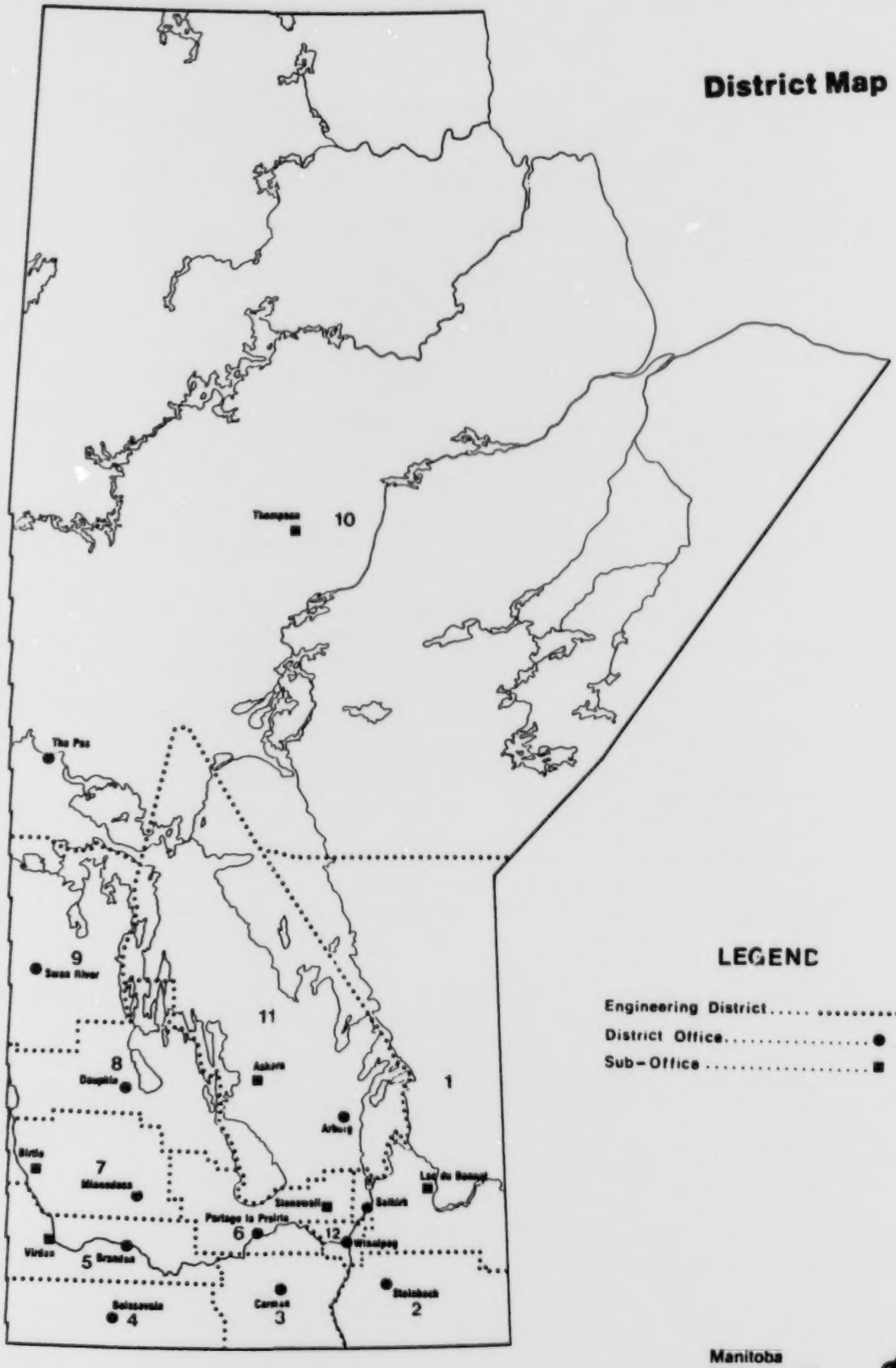
- Replacement of obsolete word processing technology in 5 of the Department's 6 divisions, including related conversions.

System Production and Operations

- 13,532 batch jobs were processed. The total number of records keypunched and key verified was approximately 1,044,557.

- 158,638 on-line inquiry and update transactions were submitted against data bases of the Vehicle and Driver System and the Accounting, Procurement and Inventory Management System.

District Map



LEGEND

Engineering District .....

District Office .....

Sub-Office .....

Manitoba
Highways and
Transportation

Construction and Maintenance

The Construction and Maintenance Division provides program management and functional support services in engineering, bridge design and tendering to the Department's Construction and Maintenance programs.

CONTRACTS

The Contracts Branch is responsible for administering construction projects undertaken by private contracting agencies. One major responsibility is the timely advertising of approved projects and the evaluation of tenders submitted by contractors.

This year 163 tenders were advertised for which the category and value of the accepted tenders were as follows:

Grading	$15,700,000
Granular Base Course	18,000,000
Bituminous Pavement	30,892,000
Concrete Pavement	5,874,000
Bridge Projects	7,744,000
Miscellaneous	6,973,000
TOTAL	**$85,183,000**

In addition there were 142 construction orders for roadwork totalling $4,800,000 and 59 miscellaneous orders valued at $674,000.

In total, 800 work orders were approved, authorizing work to start on projects valued at $144,000,000. Of this, the Department spent $92,488,600 and contractors received some 1700 payments totalling $60,000,000.

Additionally, the Branch establishes appropriate rental rate schedules and annually administers several hundred rental rate agreements for the hire of private equipment. Other responsibilities include assisting in the preparation of the annual report, processing of applications for permission to place buried utilities under provincial highways, tabulating statistical data

for several agencies, and holding regular committee meetings to update highway construction specifications.

CONSTRUCTION

The construction program includes a variety of activities such as grading, gravelling, bituminous and concrete paving and acquisition of rights-of-way. Costs totalled $92,488,600.

Listed below are some major projects showing their budget costs for the 1988/89 construction season.

P.T.H. No. 4, new corridor north of Selkirk: P.T.H. No. 59 -- north junction P.T.H. No.'s 9 and 9A (on Selkirk Bypass), base and asphalt surface treatment (new roadway)	$ 2,300,000
P.T.H. No. 8, north of P.R. No. 67 -- north of P.R. No. 515, concrete pavement and shoulder gravel	$ 4,100,000
P.T.H. No. 75, P.T.H. No. 14 -- north of P.T.H. No. 29 rehabilitate pavement structure	$ 1,250,000
P.T.H. No. 2, P.R. No. 244 -- west boundary RM of South Norfolk, grade widening and shoulder gravel	$ 1,260,000
P.T.H. No. 3, west of P.R. No. 240, base and bituminous pavement	$ 3,125,000
P.T.H. No. 1 west, at Assiniboine River, (west of Brandon), reconstruction of Assiniboine River Bridge (westbound lanes)	$ 2,000,000
P.T.H. No. 39, 70.7 km east of P.T.H. No. 10 -- P.R. No. 392 (Snow Lake junction), grade widening and shoulder gravel	$ 2,100,000
P.T.H. No. 101, P.R. No. 425 -- north city limits bituminous pavement, paved shoulders, and replacement of median	$ 1,860,000

The summer of 1988 saw the completion of 8.9 km of grading con-

struction on P.T.H. No. 4 south of Libau connecting P.T.H. No. 9 and 9A north of Selkirk to P.T.H. No. 59 over the new Selkirk Bridge. A gravel base course surface was applied to provide interim usage until the work is completed in the 1989 construction season.

13.6 km of P.R. No. 311 and P.R. No. 216 was surfaced with recycled asphalt pavement. The project, in general, consisted of constructing a granular base course using a course of conventional base course and a course of crushed old asphalt pavement, and constructing a bituminous pavement, using from 30% - 70% crushed old asphalt pavement. The old asphalt pavement used on this project was removed and stockpiled from P.T.H. No. 12 when it was rebuilt. The cost of the project was $1,300,000.

The four laning of P.T.H. No. 75 continued with the completion of 9.4 miles of grading, from Ste. Agathe to south of P.R. No. 205, at a cost of $2,300,000. Location study and survey and design commenced from Emerson to St. Jean Baptiste and the location and functional study commenced from north of Morris to south of Morris.

Partial rerouting and grading was completed on P.T.H. No. 8 (Hecla Island) for a distance of 7.5 km. Approximately 500,000 cubic meters of excavation was moved at a cost of $1,500,000. In addition, a section of surfacing was also completed on Hecla Island just south of the previously mentioned project, a distance of 5.5 km at a cost of $815,000.

MAINTENANCE

Maintenance accounted for 25.1% of the total Department expenditure. The maintenance operation of $54,426,927.91 was split between summer (65%) and winter (35%).

The maintenance program is carried out by 92 beat crews and 81 drag beats which are situated uniformly throughout the province. In addition there are specialized crews which look after such activities as seal coating, mixing asphaltic materials, repairing concrete, and routing and filling cracks in bituminous pavements.

The spring and summer of 1988 was one of extremes that ranged from severe flooding conditions in the Swan River area in the spring to intense heat and drought in the summer months through much of the province. The drought conditions necessitated the

expenditure of $342,946.57 to remove top soil from the ditches along the Provincial Trunk Highways and Provincial Roads.

a) **Summer**

Premix patching	61,772	cubic meters
Spray patching	1,803,032	litres
Seal coat program	1,002	lane kilometers
Route and crackfill	356,284	lineal meters
Concrete repair	15,392	manhours
Dragging gravel roads	418,514	pass kilometers
Gravelling roads	371,983	cubic meters
Dust control	2,296	tonnes CaCl
	1,490,388	litres Ligno Sulfonate
Drag gravel shoulder	42,910	shoulder kilometers
Mowing	32,711	hectares
Sign maintenance	39,391	manhours
Erecting new signs	378,183	sq. decimeters
Spring weight restrictions	25,905	manhours

b) **Winter**

Snowplowing	1,175,732	pass kilometers
Snow clean up	71,464	manhours
Sanding	49,476	cubic meters
Spreading chemical	129,892	pass kilometers
Winter standby	44,930	manhours

The 1988/89 winter saw a significant increase in snow fall and icing conditions over the previous year. Winter expenditures were up 39% over last year. Winter snowplowing saw an increase of 111% in pass kilometers plowed while ice control saw an increase of 25% in pass kilometers treated with deicing chemicals.

TRANSPORT COMPLIANCE

The Transport Compliance section is comprised of 56 operational and support staff operating 11 weigh stations. Most stations operate on a Monday to Friday basis while Headingley and Westhawk Lake weigh stations operated weekends as well.

The province is divided into 15 inspection territories which are patrolled by compliance staff. Portable scales are used to en-

sure motor carriers are operating within the allowable weights prescribed in The Highway Traffic Act.

The purchase of eight electronic portable platform weigh scales located both on and off highways has greatly improved the weighing of high volume traffic with the least inconvenience to the trucking industry.

Activities

- Provide uniform inspection of motor carriers and enforcement of The Highway Traffic Act, the Dangerous Goods Handling and Transportation Act and pursuant regulations controlling truck transportation industry on Manitoba's highways. Elements of control relate to weights, dimensions, equipment safety (includes load securement) driver and vehicle licences, placarding and documentation (for dangerous goods).

- Ensure that movement of over dimensional and overweight loads is carried out in a safe manner in accordance with permit provisions to minimize strain on highway infrastructure.

- Ensure movement of freight is carried out in accordance with public service operating authorities controlled by the Motor Transport Board.

- In depth regional inspections or "blitzes" are undertaken at selected locations for an eight hour thorough inspection of vehicles and cargo. These blitzes are strategically planned by territory, and are used to more effectively monitor trucking activities and enforce regulations relating thereto. Other enforcement agencies are invited to participate.

- Investigates complaints

- Promote positive public relations with the trucking industry through counsel and communication regarding policy and statute interpretation.

- Collection of single trip and fuel tax fees.

Accomplishments

- Full enforcement of the Dangerous Goods Program was undertaken by Highways and Transportation and Environ-

ment on February 1, 1986. Enforcement initially concentrated on providing education information to the trucking industry on compliance, rather than on issuing tickets. However, the Department was prepared to prosecute flagrant violations. A policy of strict enforcement was adopted in September of 1986. The program is working extremely well with a high rate of industry compliance.

Anticipated Accomplishments and New Thrusts for Next Year

- The National Safety Code will have a significant impact on this section, with increased responsibilities in the following areas:
  - Vehicle Weights and Dimensions (RTAC Study)
  - Hours of Service
  - Short Term Suspensions
  - Trip Inspection Reports
  - Load Securement.

- Effective compliance strategy will be achieved through:
  - Improved communications with the trucking industry
  - Improved employee relations and training
  - Detailed inspections of vehicles and cargo.

TRANSPORT COMPLIANCE STATISTICS
(April 1, 1988 to March 31, 1989)

	1987/88	1988/89
TOTAL NUMBER OF VEHICLES INSPECTED	26,329	38,166
Prosecutions Statistics		
Overweight	2,314	735
Oversize	310	185
Public Service Vehicle	73	252
Faulty Equipment & Safety	1,005	377
Driver Vehicle Licencing	380	218
Dangerous Goods	108	13
TOTAL PROSECUTIONS STATISTICS	**4,190**	**1780**
Other Statistics		
Verbal Warnings	5,603	7,305
Written Warnings	249	1,943
Single Trip Certificates	6,842	5,233

	1987/88	1988/89
Designated Commodity Certificates	956	1,687
Motive Fuel Permits	7,934	6,580
Transit Licences	135	131
Revenue Statistics		
Fines and Costs	$654,531.00	$311,449.00
Single Trip Certificates	230,226.80	385,129.09
Designated Commodity Fees	23,900.00	42,185.00
Motive Fuel Permits	183,820.84	165,511.06
Transit Licences	1,792.00	786.00
TOTAL REVENUE GENERATED	$1,094,270.64	$905,060.15

PERMITS AND ROAD INFORMATION

Permit Office

The central permit office in Winnipeg is operated 12½ hours per weekday. It specializes in over dimensional, overweight permits to ensure the safe transportation of large pieces of equipment which cannot conform to the Highway Traffic Act. The office also issues various types of licencing permits as well. There are 15 regional offices which also issue over dimensional and overweight permits.

Revenue Statistics

	NUMBER OF TRANSACTIONS		REVENUE	
DATE	OVER DIMENSIONAL	OVERWEIGHT	OVER DIMENSIONAL	OVERWEIGHT
1987/88	8,271	4,796	$247,000	$247,000
1988/89	7,355	7,695	229,600	367,600

Road Information

The Department operates a road information service in Winnipeg and 12 regional offices providing information on road conditions

and summer construction activities. The Department provides winter road information electronically through a videotex road information program at specified district offices, on cable television and through Grassroots Information Services (who provide computerized information on grain and commodity prices).

Videotex, introduced in late 1984 as a pilot under the Manitoba Telidon Project, is based on the Canadian developed Telidon system which enables two-way communication of graphic and textual information through computers.

The Department is developing an electronic mail feed to provide information to Canadian Press which feeds it to media outlets throughout the province.

BRIDGES AND STRUCTURES

Design Section

The Design Section of the Bridges and Structures Branch designed a very wide variety of structures in the fiscal year 1988/89.

A sampling of the projects includes:

- a 43 metre long steel truss bridge over the Jack River on P.R. No. 373 at Norway House,
- a two span, 41 metre long precast concrete I-girder bridge over Devil's Creek on P.T.H. No. 59N.,
- a triple cell, 38 metre long reinforced concrete box culvert in a Municipal Drain through P.T.H. No. 52,
- a two span, 36 metre long precast concrete channel girder bridge over Wavey Creek on P.T.H. No. 8,
- the preliminary design for twin 5 span, 110 metre long precast concrete box girder overpass structures at the junction of P.T.H. No. 7 and P.T.H. No. 101, and
- numerous other structures which include economical modules of standardized P.R. type precast concrete channel girders, precast concrete box culverts or corrugated steel pipes.

The Section continued its participation in AASHTO's Bridge Design

System (BDS) Project and expects to receive standardized computer aided design programs by the late summer of 1989. A personal computer and two mainframe terminals were installed in the Branch and utilized greatly for design and rating purposes.

The Design Section evaluated many structures for load-carrying capacity in conjunction with the increased legal truck loading on designated Interprovincial Routes. Numerous overload truck permit applications were also reviewed and approved.

Seven professional engineering consulting firms were retained by the Branch to work on thirteen projects. The services provided included bridge design, load carrying capacity and strengthening studies, emergency evaluations, the development of overhead sign structure standards and construction supervision. The Design Section supervised and worked with the consultants on all related aspects of the projects.

Construction

As well as continuing the supervision of work carried over from the previous fiscal year, 68 contracts and construction orders which included 42 separate projects, were let during the 1988/89 fiscal year.

Inspection

Inspection staff systematically inspected and reported on 307 structures including inspection requests from District Engineers.

Maintenance

The maintenance crews worked on approximately 130 separate projects, including bridge construction, bridge modifications, deck patching, major repairs, painting and cleaning.

Ferries

The Treesbank Ferry continued to be operated by the Rural Municipality of South Cypress under a grant system.

Revolving Fund

As a result of the decrease in materials issued from the Bridge Branch yard in Dauphin,it was closed and all of the materials were transferred to the Bridge Branch yard in Beausejour.

CLAIMS INVESTIGATION

During the 1988/89 fiscal year, this section received 942 claims. Of these, 362 investigations were closed as a result of payments made to the public. 56 investigations were closed as a result of payments received by the Department. 381 investigations were concluded due to lack of further action, information or denial of responsibility. 143 investigations remained outstanding.

	PAYMENTS RECEIVED	PAYMENTS PAID TO PUBLIC	CLAIMS PENDING	CLAIMS CONCLUDED	TOTAL
Claims by the Department	4	7	19	3	33
Claims by the public	0	31	44	21	96
Complaint about the Department's operation	0	0	3	8	11
Damage to vehicles due to highway condition	0	310	15	223	548
Damage to government property by vehicles	43	4	47	33	127
Internal and employee lost or damaged property investigations	0	9	3	9	21
Willful damage to government property	9	1	10	76	96
Request by the public for departmental assistance	0	0	2	8	10
The disposition of files carried forward	28	10	82	25	145

Rock Excavation of PTH No. 10 near Bakers Narrows.

"CADD", work station being used in the Drafting Section.

Planning, Design and Land Surveys

The Planning, Design and Land Surveys Division endeavours to ensure that highway plans and designs are prepared in keeping with the Provincial objectives and policies and Department objectives of creating safe and efficient transportation facilities and to collect supporting data and prepare construction programs to that end.

PLANNING BRANCH

Planning Branch personnel were involved in the following major studies and reviews during the 1988/89 fiscal year.

Route Location Study for PTH 75:

The study of P.T.H. 75 between P.R. 205 and the United States is being undertaken by the consulting firm of M.M. Dillon Ltd. in conjunction with Hilderman, Witty, Crosby and Hanna and the Department's staff. The portion north of Emerson to just south of St. Jean is however being undertaken internally by the Department. (see Figure 1)

The purpose of this study is to determine exactly where to locate the new, upgraded lanes on P.T.H. 75. In the rural area, the two new additional lanes will generally run parallel to the existing highway. However, some rerouting may be required in the vicinity of Morris, St. Jean Baptiste, Letellier and Emerson. The study also deals with both short and long-term traffic and other engineering, environmental, and socioeconomic considerations. Areas of specific concern relate to the Town of Morris, St. Jean Baptiste and Red River Plains in general.

Lynn Lake to Flin Flon Route Location Study

The Province received numerous requests from northern communities for consideration of a new all-weather road link from the vicinity of Flin Flon to Lynn Lake. To meet these requests, M.M. Dillon Ltd. Consulting Engineers, were hired by the Department to undertake an over view study.

The consultants and the Department staff met with residents, interest groups and representatives of Lynn Lake, Leaf Rapids, Sherridon, Pukatowagon, Snow Lake and Flin Flon and also the Mayor and Town Council of The Pas. The consultants have evaluated a number of corridors for engineering constraints, social benefits, economic benefits and environment impacts and have recommendations on a route location.

Once the recommendations are reviewed by other Provincial Departments and the Cabinet, the study would be released in the summer of 1989.

Control Line Study

Staff continued to review existing development control lines and intersection control lines. The preliminary findings have now been reviewed by the District Engineers. A recommendation to the Department's executive management and the Highway Traffic Board is yet to be made.

National Highway Policy Study

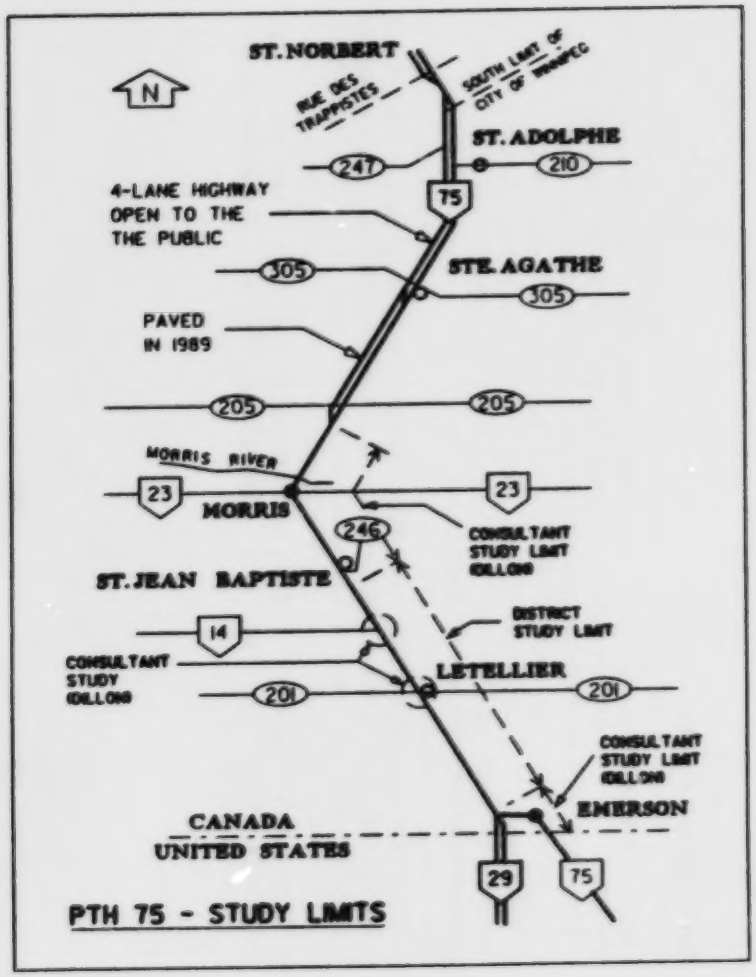
The staff have been involved in gathering data, providing costs and other relevant statistics and input with regards to the National Highway System in Manitoba for the R.T.A.C. study.

Winnipeg-Selkirk Corridor Highway Routing and Design Study

Since public announcement of the Government's acceptance of the study recommendations in November 1987, the consultant consortium of ID Engineering Canada Inc. and Delcan Corp. have finalized the functional design of P.T.H. #9 between the City of Winnipeg boundary and Lower Fort Garry. Large scale plans defining right-of-way requirements for both the future highway route between Winnipeg and Selkirk and the new P.T.H. #44 crossing of the Red River near Lockport have been substantially completed.

Staff have been in contact with local residents and businesses in the area who are directly affected by or are in close proximity to these routes. The Province has acquired several properties on "hardship" grounds following owner requests and other similar requests were also being processed for consideration by the Minister. Other affected residents decided to wait for the receipt of a formal letter from the Province confirming the completion of the study and the affect on their properties before deciding whether or not to apply for advance purchase.

Throughout the year, staff have contacted other provinces and the



Study Process

A number of study steps have been identified for the route location study. These steps include <u>public consultation.</u>

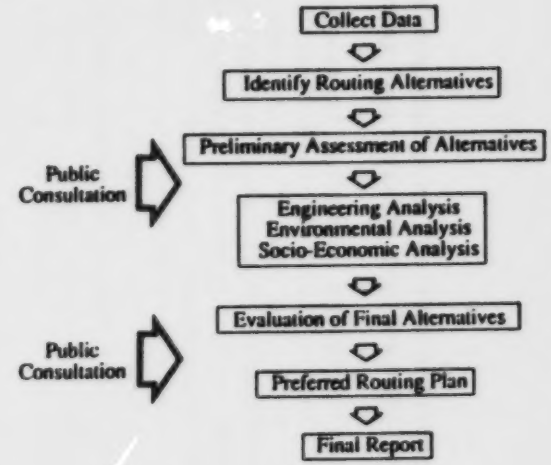


FIGURE 1

Attorney General's office in an attempt to find various methods of protecting future right-of-way requirements for these routes.

In connection with the upgrading improvements to P.T.H. 9, staff were also involved in very protracted and time consuming negotiations with the R.M. of St. Andrews over the relocation of the intersection with P.R. 238 River Road in regard to the impact it would have on a proposed golf course development that the municipality was associated with. Staff prepared numerous alternative relocation options in an attempt to resolve the differences between the two authorities and made representations at Highway Traffic Board hearings held to consider the access application made by the golf course developer. This issue is still outstanding and negotiations are continuing.

Due to the extensive interaction that has occurred with local municipalities and the public, the study is not expected to be completed until February 1990.

Shilo - P.R. 340

Staff have been involved in numerous discussions throughout the year with Department of National Defence personnel concerning the relocation of P.R. 340 out of C.F.B. Shilo, and other departmental upgrading improvements for the route between the Trans-Canada Highway and P.T.H. 2. This includes a new all weather bridge to replace the Treesbank Ferry. Construction of the bypass around Shilo (which is jointly funded by the Federal Government) and the new bridge commenced this year and it is anticipated that they will be open and fully operational by the fall of 1989.

Development Review

The Department reviews land use and development proposals adjacent to the provincial highway system in order to maintain a high level of operation and safety for the travelling public, and to protect the considerable provincial investment in the transportation infrastructure. During the year approximately 300 zoning bylaws and about 87 land use documents and development plan amendments were reviewed.

Staff participated in various local and regional land use committees and other "ad hoc" committees established to resolve issues related to land use.

During the regular review of subdivision applications, 637 proposals were studied and comments submitted to the Municipal

Planning Branch or the City of Winnipeg Department of Environmental Planning.

Seventy-six road closing and opening bylaws were reviewed and comments sent to the Municipal Planning Branch.

As well, land use information was compiled by the division for many projects such as geometric design criteria preparation, environmental licensing review, Wildlife Management Areas, and Indian land entitlement proposals.

The Branch also participated in several Municipal Board hearings and in various meetings with developers, municipalities and planning district boards.

There were 483 Crown Land proposals reviewed and comments submitted to the Department of Natural Resources. These proposals could affect several modes of transportation (e.g. water or highway) or granular deposits required for highway construction. The proposals consist of (i) sales, leases and general permits of Crown Land; (ii) exchange of Crown Land with various Local Government Districts and (iii) reservations of Crown Land for various municipal, provincial and federal authorities.

Figure #2 gives a general over view of the numbers of subdivision and Crown Land applications reviewed over the past 7 years.

Manitoba Environmental Act

As the Department's official environmental contact, the Systems Planning Engineer, in conjunction with other branch personnel has been reviewing all highway projects that require an environmental "Development Licence" under the Act and other licence applications that have been submitted for non-department projects (public and private) to ensure that they do not, from an environmental point of view, have a detrimental impact on the highway system.

Since enactment on March 31, 1988, 15 departmental projects and 52 non-departmental projects have been reviewed for Development Licence purposes. It is projected that both these figures will increase significantly during the next fiscal year. Staff have also given environmental planning advice to other departmental divisions and groups and actively participated in all major departmental planning and design projects whether undertaken by consultants or "in house" to ensure that they are environmentally sound.

SUBDIVISION & CROWN LAND APPLICATIONS

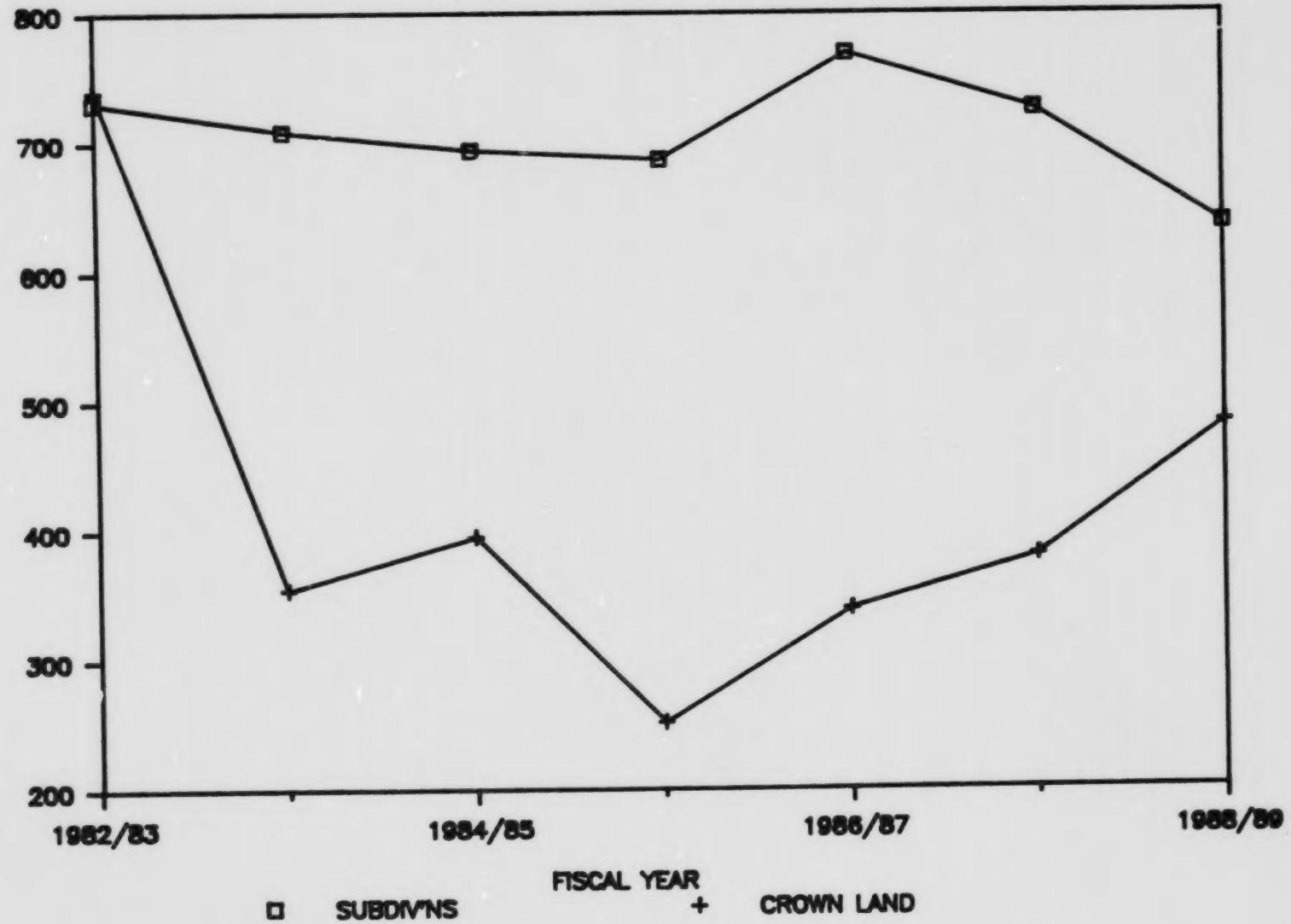


FIGURE 2

Branch personnel also represented the Department on various provincial committees that have been established by the government to deal with the environment.

HIGHWAY PROGRAMMING BRANCH

Highway Inventory

The highway inventory for both the P.T.H. and the P.R. systems was updated to reflect all construction completed in the last construction season as well as all changes occurred last year on highway classification, highway number or control section variation.

During 1988/89, the Highway Programming Branch started to use a desktop computer to update the highway inventory. With a computer located in the Branch, the updating can be done quickly and at any time when changes occur. The Branch can also respond quickly to requests for information that can be retrieved or assembled from the inventory files residing in the computer.

The acquisition of a personal computer in 1988 also allowed the Branch to work on the development of a computerized inventory for the P.R. system at a location close to all the other reference materials. This resulted in a much higher productivity than if work had to be done on a computer located in the Computer Services Branch area. The computerized P.R. inventory is now targeted for completion in 1990/91.

Programming

With assistance from the Computer Services Branch, the Highway Programming Branch started a project to overhaul the P.T.H. Needs Study Program in 1986. The overhaul included metrication as well as an update of the set of design standards that were originally built into the Needs Study Program in 1965 for analyzing and identifying highway deficiencies on the P.T.H. system. This project was completed in 1988/89.

A decision was made by senior management in 1988/89 to include Highway Program creation in the Construction Management System which is presently being developed by the Department's Consultants (Delcan). Staff from the Highway Programming Branch have therefore been working with the Consultants to identify the

logistics needed to integrate program development procedures into the front end of the Construction Management System. It was anticipated that this undertaking would be carried over to 1989/90 for completion.

The Programming Branch produced a 3-year highway improvement plan for senior management's review to select projects for the annual highway construction program. The 3-year plan consisted of a large number of backlog projects as well as new projects that were generated as a result of highway deficiencies identified by the Needs Study program for P.T.H.'s and by the District Engineers for P.R.'s.

To facilitate project selection by senior management, a list of "non-discretionary projects" was prepared for reference at the outset of the review process. The non-discretionary projects would include those that must be undertaken as soon as possible, because they were considered as emergency work or they were on a committed schedule, such as on a Federal/Provincial cost-sharing program.

To assist prioritization of projects, proposed works were sorted by category into rehabilitation, upgrading and new construction. An effort was made during program review to place more emphasis on rehabilitation projects, because it is generally more urgent to preserve the integrity of our existing highway system than to spend the available funds on system expansion.

The annual highway construction program was derived from the pool of projects included in the 3-year plan. Projects for the annual program were selected to (a) address the most critical needs for highway improvement, (b) reflect department priorities and (c) meet current and anticipated transportation demands.

The 1988/89 highway construction program included $50.5 million of rehabilitation projects, $28.9 million of upgrading projects and $15.9 million of new construction such as 4-laning and traffic interchanges.

In the fall, the Highway Programming Branch prepared a pre-advertising program that consisted of $14.7 million of surfacing projects, $3.6 million of grading projects and $3.7 million of bridge construction projects.

1988/89 was the second year of the 3-year federal/provincial cost-sharing program under the Yellowhead Highway Agreement. The following has been accomplished during 1988/89:

- bridge replacement near Shoal Lake

- finalization of the design and right-of-way requirements for intersection improvements at Strathclair and Binscarth

- provision of illumination at 15 intersections

- improvement of signing and illumination at junction of PTH 16 & PTH 1

- completion of a functional design study for the interchange at PR 240 and the connecting roadways

- construction of new westbound lanes and a wider depressed median on PTH 1 in the interchange area and commencement of grading the interchange at PR 240

Utility Review and Railway Crossing Application

The Highway Programming Branch reviews all utility proposals that may affect highways. A total of 350 buried cable proposals from M.T.S. were reviewed in 1988/89; the number was down from the previous years (See Figure 3). Other utility proposals reviewed in 1988/89 included 34 local gas pipeline proposals and 2 interprovincial gas pipeline proposals.

In 1988/89, the Branch prepared railway crossing plans and made 8 applications to the appropriate railway authorities for approval to construct or reconstruct highways across railway lines. The Branch also continued to work with the railway companies and the Federal Rail Safety Branch to improve safety at highway-railway crossings. During 1988/89, the Rail Safety Branch approved the installation of railway signals at one location and gave approval in principle to a further six installations for future construction pending availability of funds.

Land Administration

The Programming Branch continued to coordinate both the acquisition of land for provincial highway improvement and related purposes, and the disposition of property which became surplus to the requirements of the department. The Branch engaged the services of the Land Acquisition Branch to acquire needed properties and monitored the progress of acquisition to completion. It also processed requests to purchase and/or lease property, utility right-of-way easements, encroachment agreements and road allowance permits authorizing various methods of seismic

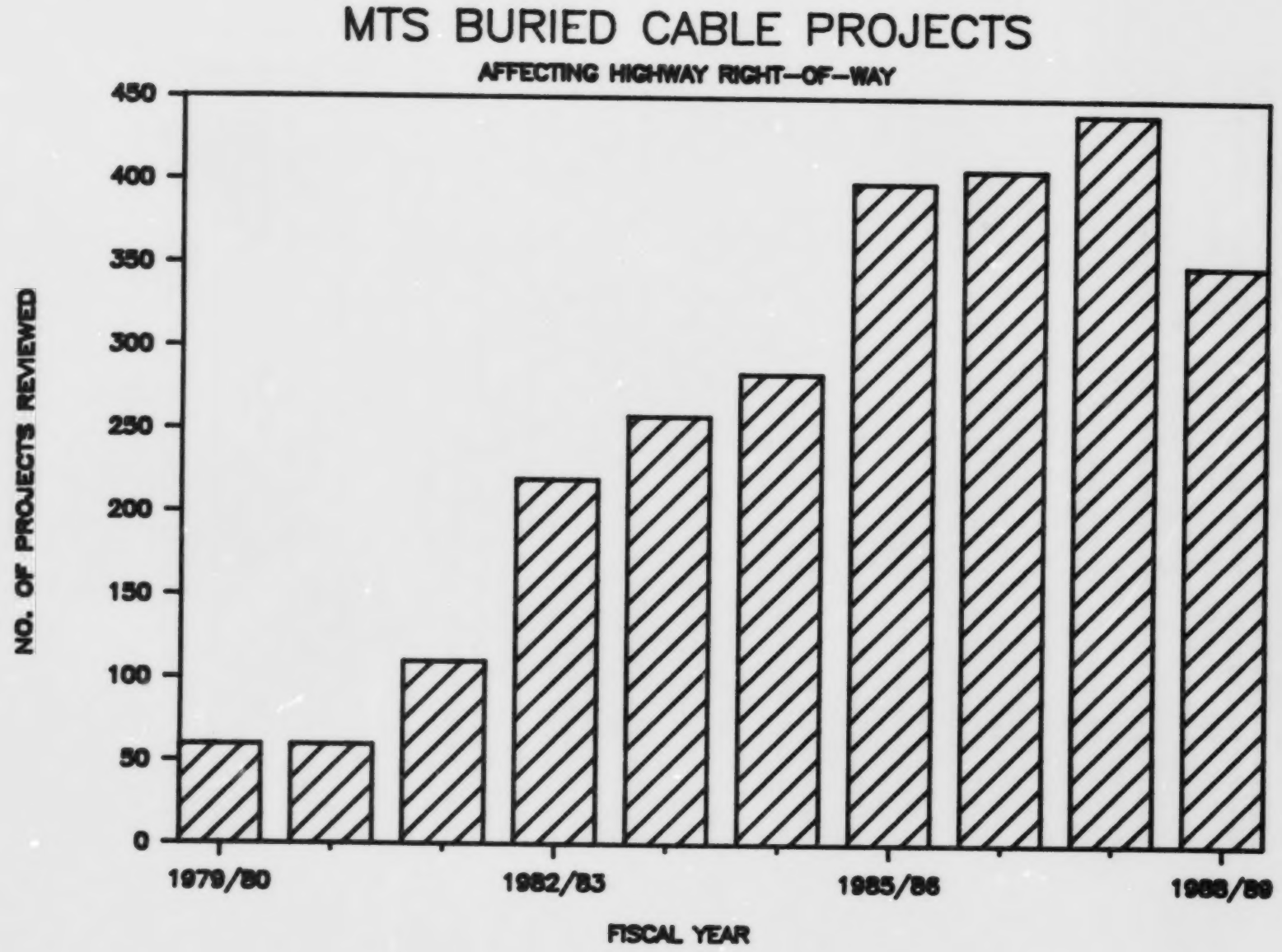

MTS BURIED CABLE PROJECTS
AFFECTING HIGHWAY RIGHT-OF-WAY
NO. OF PROJECTS REVIEWED
450
400
350
300
250
200
150
100
50
0
1979/80
1982/83
1985/86
1988/89
FISCAL YEAR

FIGURE 3

testing to be carried out on provincial highway rights-of-way.

The Branch reviewed abandoned Canadian Pacific and Canadian National Railway subdivisions and identified which portions should be retained by the province for highway improvement purposes. In addition, staff investigated and responded to inquiries relating to the status of right-of-way acquisition for various projects, the possibility of advance property purchases and the procedures involved in both the acquisition and disposition of property.

PLANNING SUPPORT BRANCH

The annual Average Daily Traffic Flow Map and the related traffic Statistics Book were again prepared from field information collected throughout the year.

Traffic classification studies were completed at 22 locations on a seasonal basis to identify the volume of various vehicle classes using the Highways.

25 special one-day turning movement counts were taken for traffic signal, pedestrian corridor or intersection design studies.

Figure 4 illustrates the growth in vehicle kilometers of travel on the Provincial Trunk Highway and Provincial Road system. There has been a steady growth in traffic over the last 25 years. The apparent shortage and increased cost of fuel slowed the growth in the early 1980's with an apparent recovery in the late 1980's.

Bicycle Study

Throughout the year staff have participated in many meetings and have gathered and analyzed a variety of statistical data with a view to finalizing the bicycle study. It is now anticipated that the overall study and its conclusions will be completed and released during the next fiscal year.

Land Use and Access Control

Staff made representations at 111 Traffic Board hearings at which 679 applications were reviewed for structure or access permits along Provincial Trunk Highways. 360 similar permit applications along Provincial Roads were also reviewed by staff as well as applications for advertising signs.

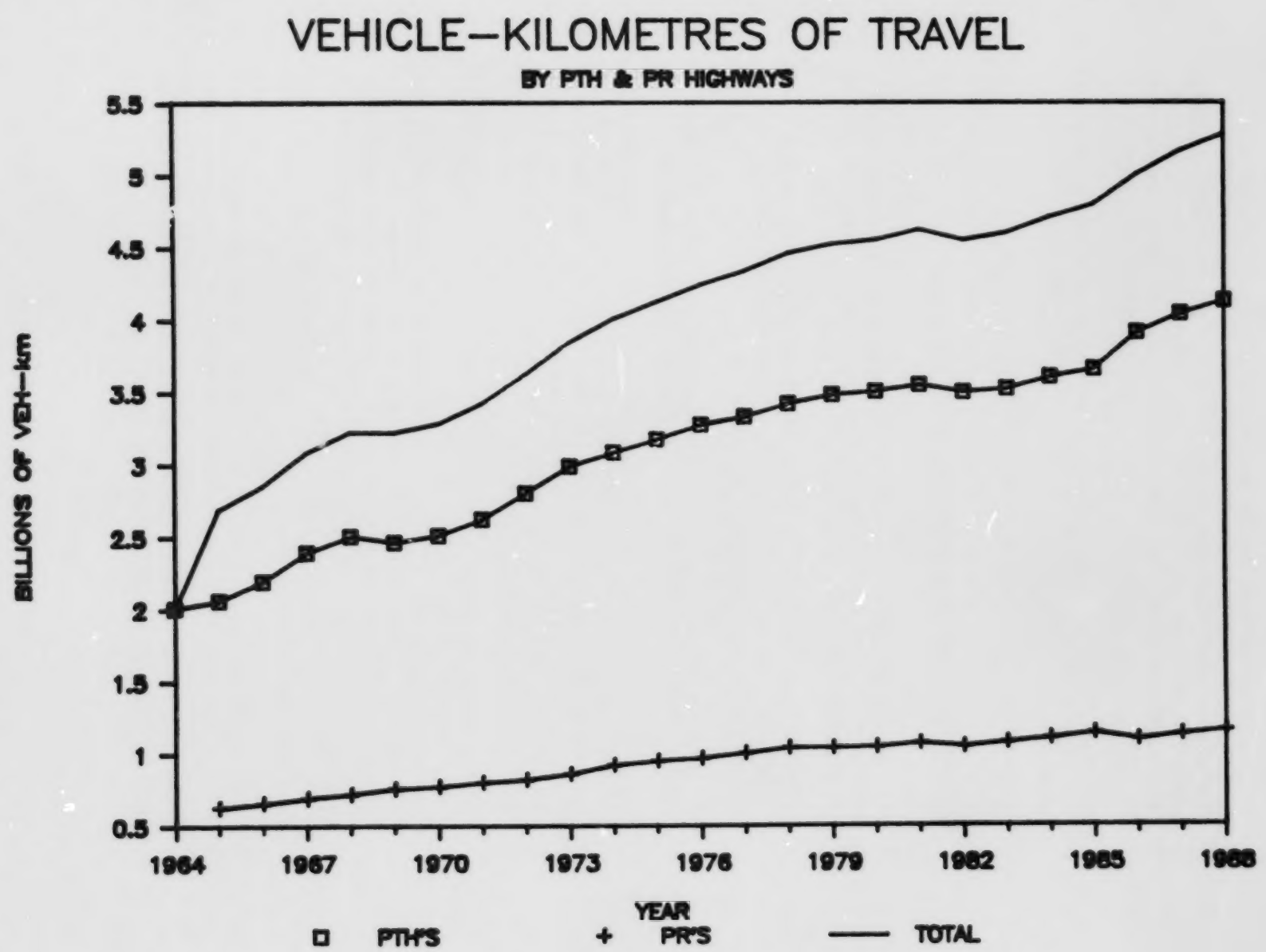

VEHICLE–KILOMETRES OF TRAVEL
BY PTH & PR HIGHWAYS
BILLIONS OF VEH–km
5.5
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
1964
1967
1970
1973
1976
1979
1982
1985
1988
YEAR
PTH'S
PR'S
TOTAL

FIGURE 4

DESIGN BRANCH

During the 1988/89 fiscal year, design staff responsibilities continued with the more complex and specialized roadway design projects. This included the preparation of functional designs, administration and reviewing of consultant design studies, provision of guidance and advice to district staff, and reviewing completed district designs.

Some representative projects for the year are as follows:

P.T.H. 7 & P.T.H. 101 Traffic Interchange

A cloverleaf interchange with a collector-distributor road on the north side of the Perimeter Highway was earlier approved. This year the detailed design was completed and the grading of the interchange is well underway.

Visitor Reception Centre and Truck Rest Area on the Trans Canada Highway at Kirkella.

A layout plan of the access roads, parking areas for passenger cars and trucks, and the location of a visitor reception area was prepared in conjunction with the Tourist Branch and Parks Branch. A detailed design of the layout has commenced.

Intersection of Trans Canada Highway and P.R. 334 in Headingley

A plan showing an improved at-grade intersection and revised access points to adjoining developments was prepared. P.R. 334 is to be relocated approximately 100 feet easterly. This relocation is part of a proposal to improve P.R. 334 between the Trans Canada Highway and P.R. 241 south of the Assiniboine River.

The North-East Perimeter Highway Study

This project is virtually complete and the Department is awaiting the final technical report and summary report. The consultant, Reid Crowther and Partners, gave a presentation of the study and its findings to the Minister and Deputy Minister of Highways in November of 1988. The presentation gave a brief history of the Perimeter Highway and illustrated a four lane divided highway with interchanges at P.T.H. #59 and P.T.H. #15; grade separations at the CN and CP mainlines; at-grade intersections at Wenzel Street and Gunn Street; and a noise mitigating berm in the

Canterbury Park area. The plans also indicated the required additional right-of-way, and when construction could be warranted.

Staff from the Design Branch has been managing this study in conjunction with a steering committee composed of staff from other divisions within the Department, other Departments, and the City of Winnipeg.

P.T.H. 16 Alignment Improvements at Strathclair

Improvements to P.T.H. 16 alignment in the vicinity of Strathclair are to be undertaken as part of the Yellowhead Highway Agreement with the Federal Government. Design Branch staff worked with the district to establish alignment alternatives, help evaluate the alternatives, and then undertook a review of the district detailed plans.

P.T.H. 13 and the Boyne River Diversion North of Carman

Design Branch worked with the Bridge Branch and the District Branch to prepare a plan integrating the diversion structure relative to the P.T.H. 13 horizontal and vertical alignment and the municipal road access.

P.T.H. 9 Detailed Design from the City of Winnipeg Boundary to North of P.T.H. 27

The consulting consortium of Delcan and I.D. Engineering is undertaking the detailed design of a P.T.H. 9 improvement. This involves the provision of a median to create a divided highway and consolidation of access points including the development of some parallel service roads. This detailed design is based on a functional design previously approved as part of the Winnipeg-Selkirk Corridor Study. Design Branch staff worked with the consultants to finalize the study outline, the submission to Treasury Board requesting retention of the consultants, and the preparation of the agreement between the Department and the Consultants.

Yellowhead Rest Area at Minnedosa

As part of the Yellowhead Highway Agreement with the Federal Government, the Branch prepared a functional plan for the Yellowhead Rest Area at Minnedosa. The site is at the north junction of P.T.H. 16 and P.T.H. 10, and incorporates separate parking lots for passenger cars and for truck and car/trailer accommodations, and also includes a visitor reception building.

Design Branch worked closely with Government Services who are responsible for the building, and with the Parks Branch who are the landscape architects. Finalization of the detailed plans was undertaken in the district. Grading of the access roads, internal roadways, and parking lots is expected to commence in the fall of 1989.

P.T.H. 16 Improvements in the Vicinity of Binscarth

As part of the Yellowhead Highway Agreement with the Federal Government, improvements to P.T.H. 16 and rationalization of the service roads in the vicinity of Binscarth is to be undertaken. Design Branch staff advised the district on alternatives to be considered, a methodology for evaluating alternatives, and the preparation and review of the final plans.

CADD (Computer Aided Drafting and Design) Implementation

The CADD in the Design Branch is operational and has proven most effective in the design and drafting activities. Most of the user staff in Design and Drafting have received a training program. Design Branch staff worked with the Computer Section in the first phase of a post-implementation systems study initiated by the Computer Section.

P.T.H. 52 Thru Steinbach

A plan for a four lane urban street on P.T.H. 52 east of the downtown has been developed by the consulting firm of Reid Crowther and Partners Limited. East of Hespler Street a plan for a four lane divided highway was developed by the district staff. Design Branch staff worked with both the consultant and the district in providing design guidance and reviewing the final plans.

P.T.H. No. 100 - South Perimeter Highway Study (P.T.H. No. 3 easterly to P.T.H. No. 59 South)

This project was completed in the fall of 1988 with the publication of the final technical report and summary report by the consulting firm of UMA Engineering Limited who were retained by the Department to carry out the study. The recommended plans showed upgrading of the existing interchange at Pembina Highway, and proposed interchanges and/or bridge separations at other locations within the corridor including right-of-way requirements. As this is a planning document with no construction proposed, the recommendations show prioritized requirements only.

This project was approved by Cabinet in February, 1989. As discussed above, this is a planning document and Cabinet approval covered both the study and recommendations, as well as approval for right-of-way protection so that construction of the recommended facilities will be possible and economical when improvements are required.

Staff from the Design Branch managed the study in conjunction with a steering committee composed of senior staff from the Department, other departments and the City of Winnipeg.

P.T.H. No. 3 and No. 14 - Winkler Corridor (West of P.R. No. 434 to east of P.T.H. No. 32)

This roadway connecting Morden to Winkler is classified as a primary arterial and is one of the most heavily trafficked corridors in the province.

A number of years ago, the Department developed many four-laning alternatives in this corridor which led to the approved-in-principle plan consisting of the twinning of the existing facility.

This project was reactivated in the 1987 Highway Program for completion of design. A Departmental review still found the approved-in-principle four-laning plan to be satisfactory despite the amount of additional development that has occurred adjacent to the existing highway since it was originally prepared. However, in view of the substantial cost estimates for the whole project and the increasing development between the east limits of Morden and Winkler, the Department decided in the first stage to design the easterly portion extending from the east limits of Morden to east of P.T.H. No. 32 in Winkler. The portion from the east limit of Morden to the vicinity of P.R. No. 434 west of Morden will be finalized at a later date.

P.T.H. No. 44 - P.T.H. No. 59 to the Brokenhead River

This is an ongoing four-laning project with the completion of paving of the new lanes for the west portion between P.T.H. No. 59 and west of Garson. Acquisition of right-of-way is in progress for the middle portion between Garson and Tyndall. Plans are being finalized for the easterly portion between Tyndall and the Brokenhead River.

General

Staff have also reviewed 70 highway designs prepared in district

offices (see Figure 5) and assisted on design aspects of planning studies, access controls and highway access for major land use development plans.

Drafting Activities

Staff were again engaged throughout the fiscal year in the production of maps to meet various divisional needs: i.e. Traffic Flow, Traffic Counts, Traffic Count Locations, Control Lines, Various Classification Studies and maps showing the National Highway Network.

The annual update of other important maps continued including work on the new 1989-90 Official Highway Map and re-drawing on scribe of our Disorganized and Unorganized Municipal Maps.

Hundreds of sketches and plans were again prepared for other departmental divisions/branches, and for work associated with acquisition and disposition of land; railway and gas pipelines; road allowance permits; and subdivision reviews. A considerable number of drawings were prepared in conjunction with access and building permit applications (see Figure 6) and numerous mosaics and enlargements were prepared for various studies such as the Winnipeg-Selkirk Corridor, P.T.H. 75 route location and the Morden-Winkler Corridor. Numerous forms and charts were drawn utilizing the intergraph CADD-CAM (Computer-Aided Drafting and Design) system.

Throughout the year Drafting personnel made numerous revisions to plans prepared by our district offices and took photographic slides required for various highway presentations. They also prepared a contract for vertical aerial photography to be taken of 1900 kms of our Provincial Trunk Highway and Provincial Road system.

LAND SURVEYS BRANCH

As illustrated in the "Statistical Summary and Comparison of Operations" tabulation (see Figure 7) activities were generally at the same level as in 1987/88.

The reduced recorded number of kilometers of section line retracement and standard posts placed at section corners is due to a temporary staff shortage.

REVIEW OF HIGHWAY CONSTRUCTION PROJECTS (PLANS AND PROFILES)

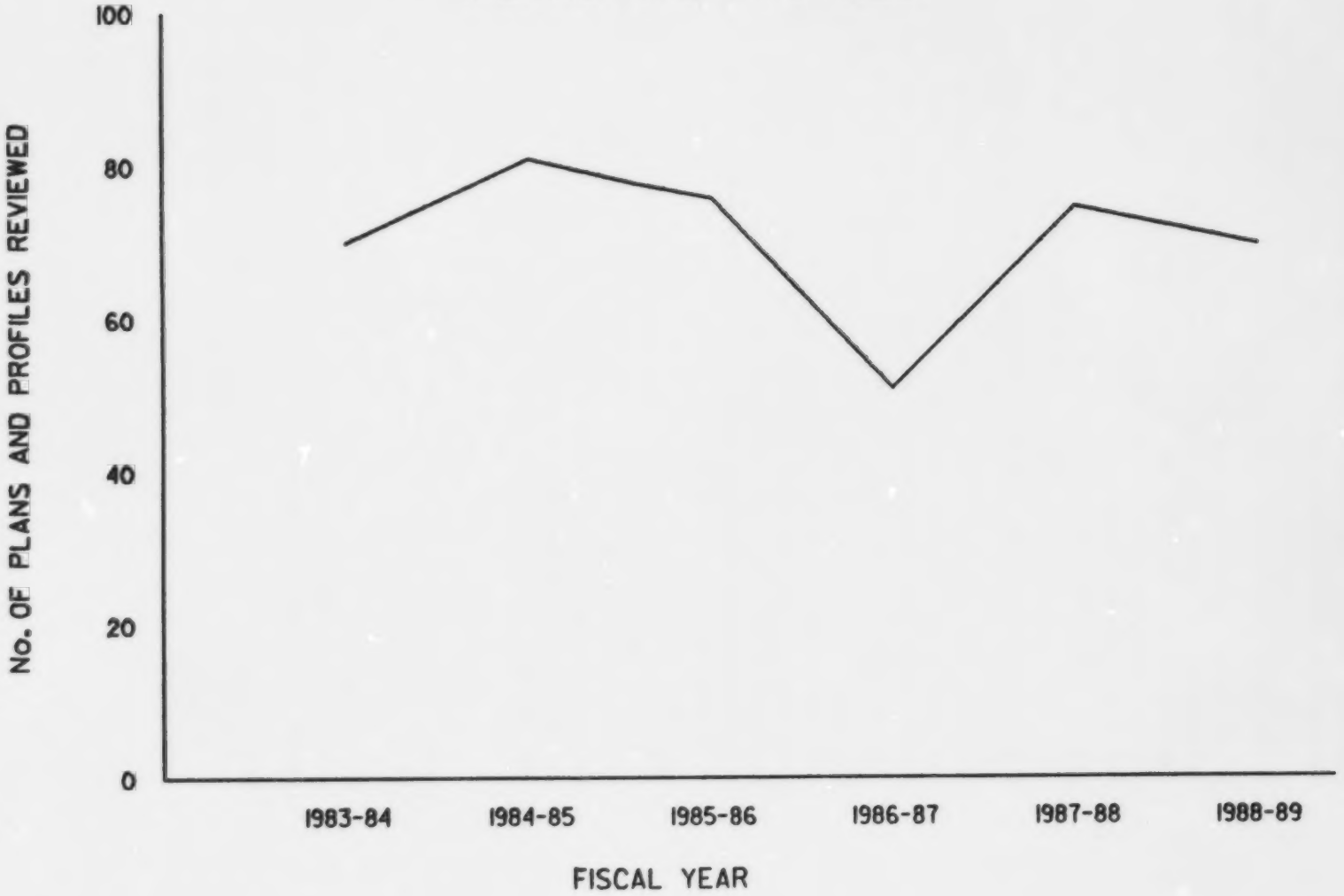


FIGURE 5

ACCESS & BUILDING PERMIT APPLICATIONS ON P.T.H.'s & P.R.'s

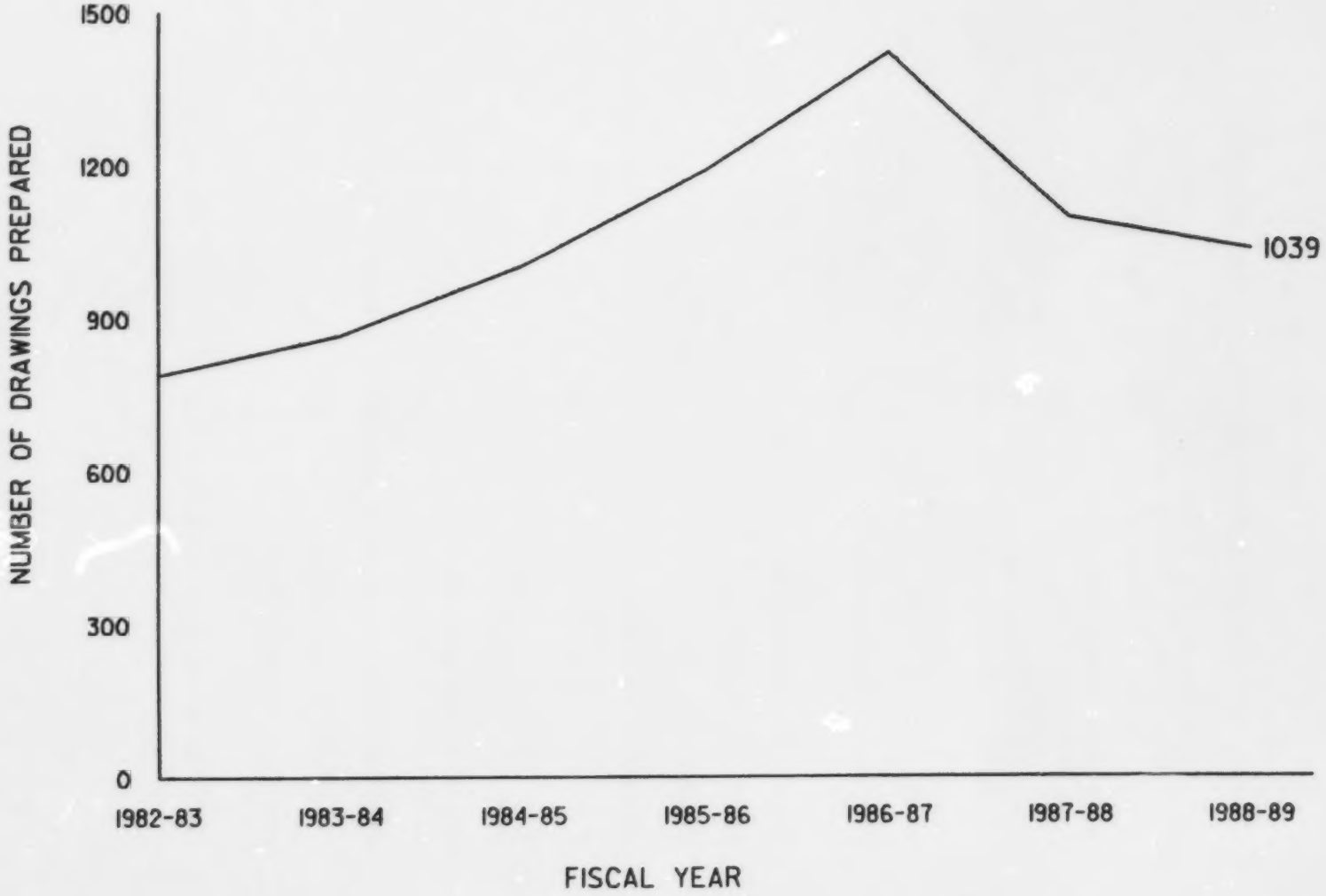


FIGURE 6

FIGURE 7

LAND SURVEYS BRANCH

STATISTICAL SUMMARY AND COMPARISON OF OPERATIONS

	1988/89	1987/88	1986/87	1985/86
KILOMETRES OF SECTION LINE RETRACEMENT	660	814	902	1160
STANDARD POSTS PLACED AT SECTION CORNERS	399	637	646	850
CENTRE LINE KILOMETRES OF ALL ROADS SURVEYED	250	245	328	307
PROVINCIAL TRUNK HIGHWAY SURVEYS	29	16	9	14
PROVINCIAL ROAD SURVEYS	38	38	27	33
OTHER ROAD SURVEYS	5	10	8	12
MISCELLANEOUS SURVEYS	20	16	13	18
RETRACEMENT SURVEYS	22	30	23	41
PLANS DRAFTED	90	105	102	128
PLANS REGISTERED IN THE LAND TITLES OFFICES	105	32	89	136
ORDERS OF THE MINISTER CLOSING PUBLIC ROADS	11	17	20	19
SURVEY REQUESTS	114	110	80	120
EXPROPRIATION REQUESTS	13	15	12	26
CARRYOVER OF UNREGISTERED PLANS	113	120	109	76
CARRYOVER OF SURVEY REQUESTS	32	15	4	14

The considerable increase in plans registered in the Land Titles Offices is due to the reassignment of responsibility of certifying that the agreements have been acquired for the land required for departmental projects. Previously, Land Acquisition Branch had this responsibility but due to staff shortage in that branch the Land Surveys Branch has now taken on this responsibility.

There was a considerable increase in surveys requested by the Director of Land Acquisition for parcelling land on abandoned rail lines. These surveys are required by the Land Titles Office before the transfer of these lands can take place.

The maintenance of survey monuments on the 20,000 kilometers of departmental highways is an ever increasing task. The activities of utility organizations and highway maintenance equipment have an effect on survey monuments governing the property limits of departmental highways throughout the province.

The consolidation and rewriting of the descriptions for the declaration of departmental highways were completed during 1988. This exercise was necessary for the language translation requirements for certain regulations in Manitoba as set out in the supreme court decision in 1985 to do with the Manitoba Act of 1870. By using the land survey system and plans registered in the Land Titles Offices in Manitoba as a base, staff were able to reduce by about 50% the number of words previously used in these descriptions.

Three of the major projects completed during the year were the surveys of land required for the overpass at the junction of the Trans Canada Highway and P.R. No. 240 in the city of Portage la Prairie, the Eastern Access Route, east of the city of Brandon and P.T.H. No. 44 in the Tyndall area.

The Director of Land Surveys served on the Canadian Council of Surveying and Mapping.

Construction of Concrete Median Barrier and Bituminous Overlay.

Engineering and Technical Services

The Engineering and Technical Services Division provides specialized engineering support and technical services required for the delivery of the Department's highway construction and maintenance programs; and provides other services related to the Department's transportation responsibilities. In fulfilling this role the Division is organized into five Branches: Mechanical Equipment Services, Traffic Operations, Materials and Research, Northern Airports and Marine Services, and Air/Radio Services.

MECHANICAL EQUIPMENT SERVICES

Mechanical Equipment Services Branch provides and maintains equipment and associated materials and services required for the Department's road maintenance programs and remote airports and ferry operations.

Major shop complexes are located in Winnipeg, Brandon, Dauphin, Thompson, The Pas, and Beausejour. A satellite shop is located in Swan River.

A work force equivalent to 261 staff years is employed at these seven locations.

Total expenditures for the fiscal year were $18,241,032.60 while total revenue was $21,282,178.12.

The equipment fleet numbers 2,435 units, including:

Trucks (Light, Medium & Heavy Duty)	712
Motor Graders	162
Front End Loaders	74
Wheeled Tractors	293
Sand Spreaders	240
Asphalt Mixing Plants	11
Rollers	218
Asphalt Kettles	83
Gravel Crushers	1
Cabooses (Trailers)	77
Soils/Rock Drills	2
Brush Cutters	4
Road Sweepers	39
Pavement Markers	6

142 units (142 of the fleet (5.8%) were replaced for a total cost of $3,430,926.18. The original cost value of the fleet is $40,883,479.38.

A total of 198 snowplows were available for service during the winter.

Equipment Management System

A computerized Equipment Management System is being developed, in-house, to support the management of equipment utilization, repair and associated activities. It is planned to implement the system in the 1989/90 fiscal year. A preventative maintenance program has been implemented as part of this program, for a portion of the fleet, and will gradually be expanded to include all major pieces of equipment.

Operator Training Program

Two Operator Trainers provide instruction programs for equipment operators throughout the province, including courses for upgrading drivers licences and improvement of operating skills on motor graders and front end loaders.

Buildings

The move of the Winnipeg Head Office to 1550 Dublin Avenue was completed in the spring of 1988. The commissioning of new systems and equipment occurred throughout the first year of occupancy. Construction of a $300,000.00 two-bay wash rack and grease rack facility commenced with completion expected in the second quarter of the 1989/90 fiscal year. The Wilkes Avenue warehouse stores facility was closed and their operations were relocated to the Dublin Avenue building.

Two-bay snowplow sheds were constructed in Wabowden and Elkhorn, bringing the total number of Mechanical Equipment Services storage buildings to 91. The two sheds cost $163,000.00. A further $89,000.00 was spent on maintenance for the six main shops and 89 snowplow storage sheds.

Warehouse Stores

Stores are operated at the major shop locations to supply fuel,

repair parts, and commodities for the 12 construction/maintenance districts and other sections of the Department.

An on-line computerized system (APIMS) was expanded to include stores located at all the major shop complexes.

Total purchases were $6,377,910.66 while issues were $6,089,022.19. The total inventory on all sites was $3,444,291.76 at the end of the fiscal year.

TRAFFIC OPERATIONS

The Traffic Operations Branch is responsible for the development of uniform traffic control devices, establishing application standards and the installation and maintenance of these devices, in order to ensure the safe and efficient movement of goods and people on the highway network. Traffic control devices include all types of signs, signals and pavement markings. These functions are accomplished through a head office staff, a province wide traffic signal crew maintaining and installing electrical traffic signals from a Winnipeg shop, six roving pavement marking crews based in Winnipeg, Brandon, Dauphin and the sign manufacturing facility located in Dauphin. Branch staff also conduct studies respecting speed limits and traffic accidents and maintain the traffic accident files for all trunk highway and provincial roads.

Electrical Traffic Control Devices

Electrical traffic control devices (traffic signals, pedestrian corridors and flashing signals) are maintained by a Winnipeg based traffic signal crew and private electrical contractors located in the larger communities. Total annual operating and maintenance costs including hydro were $407,644.62 and involved the following major activities:

1. Additional (secondary) left turning traffic signal standards and signal heads were installed at various signalized high speed intersections on PTH #1 and PTH #100.

   Coincident signal displays, i.e. red ball and green arrows on the same signal head, were eliminated at these locations.

2. Underground conduits, cables and concrete footings were installed for advance warning signals on PTH #100 at St. Anne's Road, PTH #100 at St. Mary's Road and On PTH #1 at PTH #16.

3. Underground conduits and cables were installed for proposed overhead sign lights on PTH #1 at PTH #16 and at PTH #10.

4. Radio controlled advance signals were installed on PTH #2 and on PTH #13 to inform truck drivers of weigh scale status.

5. Temporary traffic signals were installed on wood poles and guy wires to accommodate bridge maintenance at the following bridges:

   1. Thompson - PR #391 at Burntwood River
   2. Leaf Rapids - PR #391 at Churchill River
   3. Winnipeg - PTH #15 at Red River Floodway

   These signals utilized state of the art controls to minimize delays to traffic.

6. Pre-timed traffic signals were installed in Winkler at the intersection of Main Street and Mountain Avenue.

7. Micro processor based traffic signal controllers were purchased to upgrade the twenty year old controllers installed at five locations in the Brandon area.

   These state of the art traffic signal controllers are capable of many more functions than their predecessors including non-interconnected coordination capabilities.

Northern Airport Runways

1. Runway lighting including remote control operation from approaching aircraft was installed at two northern airports:

   1. York Landing
   2. Gods Lake Narrows

2. Internally illuminated wind direction indicators were installed at the following provincial northern airports:

   1. York Landing
   2. South Indian Lake
   3. Red Sucker Lake

4. Gods Lake Narrows
5. Little Grand Rapids
6. Pukatawagan

Traffic Sign Manufacture

All traffic signs utilized by the Highways Department and many other departments and agencies are manufactured in the Dauphin Sign Shop. Essentially three types of signs are manufactured.

1. **Sheet Signs** - typical signs in this category are stop signs and speed limit signs. These signs are manufactured by fixing reflective sheeting with a silk-screened legend to aluminum sheeting.

2. **Panel Signs** - typical signs in this category are the green destination signs. These signs are manufactured by fixing reflective sheeting and letters to extruded aluminum panels.

3. **Plywood Signs** - typical signs in this category are barricade boards used in construction and maintenance work. These signs are manufactured by fixing reflective sheeting with a silk - screened legend to plywood.

In 1988/89 the sign shop recycled (through chemical stripping) 1,034.29 m^2 of panel signs. This process results in a reduced cost for panel signs of approximately \$45/m^2 (25%).

1. **Production**

	1987/88	1988/89
Sheet Signs	6,372.59	7,132.76 m^2
Panel Signs	1,845.27	1,599.88 m^2
Plywood Signs	303.78	414.84 m^2

2. **Common Signs Produced**

Sign Type	No. of Signs
Delineators	2,490
Stop Signs	1,431
Curve Signs	1,329
Barricade Boards	1,280
Hazard Markers	859
PR Route Markers	799
Speed Limits	696
Services/Facilities	691
Directional Arrows	660
PTH Route Markers	519

Illumination

1. Intersection illumination was installed at the following locations:

PR #304 at Northshore Road	$ 1,537.00
PTH #59 at PR #201	4,468.00
PTH #3 at PTH #23	6,368.00
PTH #3 at PR #247	1,626.00
PTH #7 at PR #321	2,883.00
PTH #10 at PR #366	1,815.00
PTH #23 at Roland Access	2,921.00
PTH #59 at PR #202	1,132.00
PTH #100 at Waverley Street	10,397.00
PTH #3 at PTH #83 (S. Jct.)	1,896.00

At all locations high pressure sodium fixtures were installed.

These installations resulted in an increase of approximately $2,830 to the total of $881,333.31 in the annual operating cost for illumination of Provincial roadways.

Traffic Signing

1. **Upgrading/Enhancements**

Existing guide signs were upgraded, including breakaway aluminum sign posts and a 10 metre setback at the following locations:

- PTH #59 at PTH #101
- PTH #59 at PTH #44
- PTH #100 at PTH #1W

2. **Special Sign Projects**

a) A new Highway Development Project sign was developed. These signs are to be used for new construction projects on Provincial Trunk Highways.

b) Eleven communities as identified in the following list, participated in the community service signing program. This is a cost sharing program with the average community share per sign being approximately $350.

Birtle
Ninette
Winnipegosis
Niverville
Carman
St. Pierre Jolys
Piney
Rossburn
Sprucewoods
St. Leon
Sprague

c) Guide signs were installed for the following Provincial Parks:

Patricia Beach
Portage Spillway
Bakers Narrows
Wekusko Falls
Stephenfield

Speed Studies

There were a total of 38 speed limit review studies completed and submitted to the Highway Traffic Board for their consideration. In addition a major study was completed which led to a recommendation that the speed limit on the majority of rural Provincial Trunk Highways be increased to 100 km/h. This recommendation received approval in principle from Cabinet. The recommendation was then approved by the Highway Traffic Board after public hearings around the province. The new (100 km/h) speed limits were implemented April 1, 1989.

Pavement Markings

The majority of existing pavement markings were retraced. Additionally new markings were applied to some 800 kms of seal coated pavements and on newly paved highways. Work was also performed for towns and villages, the Federal Government and other Provincial Government departments.

1) **Maintenance Retracement Program**

Cost of pavement marking program	$ 1,523,072.00
Length of centre/lane lines painted (km)	12,564.00
Length of edgelines painted (km)	2,230.00
Volume of traffic paint applied (litres)	287,430.00
Average application rate (litres/km)	19.43
Average applied cost ($/km)	102.95
Average applied cost ($/litre)	5.30

2) **Special Projects**

1) Use of extended life (two part epoxy) markings is continuing and expanding on pedestrian corridors, crosswalks and stoplines in high traffic volume locations where painted markings would normally require repainting at least three times each year. Preformed tapes are also used in similar locations (inlay application) on new asphalt pavements.

2) The possible use of latex traffic paints which are currently used in Minnesota and other states in the U.S.A. is being investigated.

3) The development of an easily removed traffic paint for temporary applications such as construction detours, is also being investigated.

Traffic Accidents

In the calendar year 1988, there were 6,436 reported accidents on Trunk Highways and Provincial Roads. This is a decrease of 4.2 percent from the 6,719 accidents reported in the calendar year 1987.

For comparative purposes, there were a total of 31,891 accidents reported on all roads in the Province in 1988. This is a decrease of 4.7 percent from the total Provincial accident record of 33,463 accidents reported in 1987.

Data is not available to make the same comparison on a national basis, however a comparison of fatal accidents is made in the following table.

FATAL ACCIDENTS

	1987	1988	% Change
Truck Highways and Provincial Roads	78	69	- 11.5
All Roads in The Province of Manitoba	137	126	- 8.0
Total Fatalities on Roads in Canada	4285	4073*	- 4.8

*Projected by Transport Canada from 9 month statistic.

These and other comparisons of data show a decline in the accident experience in 1988 over 1987. It is not known at this time if this decline represents the beginning of a trend or if it is a local fluctuation in the data similar to some that have been observed in the past.

Detailed accident statistics for the calendar year 1988 are attached as Appendix A.

APPENDIX A
1988 TRAFFIC ACCIDENT STATISTICS

Accident Severity	1988	1987	% Change
Fatal	69	78	- 11.5%
Injury	1554	1584	- 1.9%
Property Damage	4813	5057	- 4.8%
Total	6436	6719	- 4.2%

	Accident Description	No.	Percentage
1	Rear End	827	12.85%
2	Head On	117	1.82%
3	Side Swipe (Opposite Direction)	116	1.80%
4	Side Swipe (Same Direction)	231	3.59%
5	Over Taking (Passing)	134	2.08%
6	Right Turn (Rear End)	19	0.30%
7	Right Turn (Head On)	37	0.57%
8	Left Turn (Head On)	70	1.09%
9	Left Turn (Side Swipe)	59	0.92%
10	Left Turn (Classic)	178	2.77%
11	Right Angle (Intersection)	488	7.58%
12	Off Road Right	760	11.81%
13	Off Road Left	640	9.94%
14	Fixed Object	198	3.08%
15	Parking	15	0.23%
16	Pedestrian	41	0.64%
99	Other	2471	38.39%

Accidents by Major Contributing Factor	No.	Percentage
Not Applicable	1992	30.95%

Accidents by Major Contributing Factor (continued)	No.	Percentage
Unknown	9	0.14%
Human Conditions:		
Blackout Prior to Accident	10	0.16%
Extreme Fatigue/Fell Asleep	81	1.26%
Defective Eye Sight	0	0%
Medical Disability	0	0%
Physical Disability	0	0%
Mental Disability	2	0.03%
Unable to Remember/Confused	1	0.02%
Sudden Illness	2	0.03%
Ability Impaired by Alcohol	65	1.01%
Ability Impaired by Drugs	2	0.03%
Had Been Drinking	44	0.68%
Following too closely	145	2.25%
Turning Improperly	121	1.88%
Failed to Signal	5	0.08%
Driving too Fast for conditions	325	5.05%
Exceeding Speed Limit	31	0.48%
Passing Improperly	46	0.71%
Changing Lanes Improperly	40	0.62%
Failed to Yield R.O.W.	142	2.21%
Disobeyed Traffic Control Devices	58	0.90%
Driving Wrong Way on Roadway	8	0.12%
Passing Vehicle at Ped. Crosswalk	0	0%
Backing Unsafely	42	0.65%
Parking Improperly	16	0.25%
Careless Driving	75	1.17%
Lost Control/Drive Off Road	397	6.17%
Driverless Vehicle Ran Out of control	1	0.01%
Leave Stop Sign Before Safe to do so	55	0.85%
Driver Inexperience	87	1.35%
Vehicle Defects	238	3.70%
Environmental Conditions		
Animal Action - Wild	1295	20.12%
Animal Action - Domestic	64	0.99%
Surface Slippery	731	11.36%
Snow Drift	25	0.39%
Obstruction/Debris	42	0.65%
View Obstructed	83	1.29%

Accidents by Major Contributing Factors (continued)	No.	Percentage
Glare	15	0.23%
Construction Zone	12	0.19%
Defective Driving Surface	84	1.31%
Shoulder Defective	10	0.16%
Lane Marking Inadequate	3	0.05%
Traffic Control Device not Working	3	0.05%
Wind	26	0.40%
Pedestrian Corridor in Use	3	0.05%

Accidents by Surface Condition	No.	Percentage
Not Applicable	46	0.71%
Unknown	13	0.20%
1 Dry	3864	60.04%
2 Wet	448	6.96%
3 Mud	14	0.22%
4 Snow	476	7.40%
5 Ice	1390	21.60%
6 Slush	77	1.20%
7 Loose sand/gravel/dust	105	1.63%
8 Fresh oil	3	0.05%

Accidents by Condition of Highway	No.	Percentage
Not Applicable	53	0.82%
Other	1	0.02%
Unknown	8	0.12%
1 Good	6046	93.94%
2 Defective	69	1.07%
3 Under Repair	31	0.48%
4 Under Construction	52	0.81%
5 Obstruction	7	0.11%
6 Hole/Rut/Bump	162	2.52%
7 Pavement Drop Off	7	0.11%

Accidents by Light Condition	No.	Percentage
Unknown	37	0.57%
1 Day	3511	54.55%
2 Dawn	173	2.69%
3 Dusk	408	6.34%
4 Dark	2183	33.92%
5 Artificial Lighting	124	1.93%

Accidents by Weather Conditions	No.	Percentage
Not applicable	53	0.82%
Unknown	15	0.23%
1 Clear	4149	64.47%
2 Cloudy	1122	17.43%
3 Raining	200	3.11%
4 Snowing	543	8.44%
5 Fog or Mist	87	1.35%
6 Smoke or Dust	23	0.36%
7 Freezing rain/sleet/hail	39	0.61%
8 Drifting Snow	137	2.13%
9 Strong Winds	68	1.06%

Age of Driver	No.		Percentage	
Unknown	32		0.50%	
Under 16	10		0.16%	
16	194)		3.01%)	
17	264)		4.10%)	
18	284)	1237	4.41%)	19.22%
19	267)		4.15%)	
20	228)		3.54%)	
21-25	998		15.51%	
26-30	847		13.16%	
31-40	1252		19.45%	
41-50	845		13.13%	
51-60	561		8.72%	
61-70	386		6.00%	
71-80	236		3.67%	
Over 80	32		0.50%	

Accidents by Speed Limits	No.	Percentage
Unreported	404	6.28%
50	1579	24.53%
60	146	2.27%
70	237	3.68%
80	179	2.78%
90	2015	31.31%
100	1825	28.36%
Other	51	0.79%

Accidents by Vehicle Type		No.	Percentage
1	Automobile	4249	66.02%
2	Motorcycle	78	1.21%
3	Bicycle	3	0.05%
5	School Bus	5	0.08%
6	Transit Bus	5	0.08%
7	Inter City Bus	1	0.02%
8	Bus	10	0.16%
9	Pickup or Van	1646	25.57%
10	Truck over 5,000 kg	101	1.57%
11	Tractor & Semi	179	2.78%
12	Motorhome	18	0.28%
13	Truck/Camper	12	0.19%
14	Truck/Other	92	1.43%
15	Farm Equipment	6	0.09%
16	Construction Equipment	10	0.16%
17	Snowmobile	1	0.02%
18	Snow Vehicle	3	0.05%
22	Police/RCMP	8	0.12%
23	Pedestrian	8	0.12%
25	Off-Road Motorcycle	1	0.02%

Accidents by Number of Vehicles Involved	No.	Percentage
1	3591	55.80%
2	2691	41.81%
3	132	2.05%
4	15	0.23%
5	3	0.05%
6	3	0.05%
7	1	0.02%

Accidents by District	No.	Percentage
District 01	800	12.43%
District 02	712	11.06%
District 03	585	9.09%
District 04	234	3.64%
District 05	934	14.51%
District 06	609	9.46%
District 07	440	6.84%
District 08	408	6.34%
District 09	214	3.33%
District 10	444	6.90%
District 11	426	6.62%
District 12	630	9.79%

MATERIALS AND RESEARCH

The Materials and Research Branch underwent a major change in its organization with the transfer of field quality control from Engineering and Technical Services Division to the Construction & Maintenance Division. Following the transfer, a new engineering position was required in Materials and Research to be responsible for pavement mixture designs and supervision of the mobile laboratories, coring services and field testing equipment stores.

A second engineering position was provided for the research activities to enable the Branch to expand this area, respond to technical queries and to assist in the Department's involvement with the U.S. and Canadian Strategic Highway Research Programs (SHRP and C-SHRP). Considerable effort was expended within the Pavement Design, Geotechnical and Research Section in the evaluation of the effects of changing truck loading requirements with the implementation of the new RTAC Weights and Dimensions Regulations.

The Branch is heavily involved with both the above noted highway research programs which are designed to evaluate materials, design, construction and maintenance activities and their effect on roadway performance. The U.S. program, SHRP is expected to cost in excess of $150 million (U.S.) and will explore long-term pavement performance, maintenance, concrete and bridges and asphalt technology. There have been two sections of Manitoba's highway system already accepted for inclusion in the site-specific pavement study. Provincial costs related to this program are expected to range between $4,000 to $6,000 per site.

The Canadian program (C-SHRP) has involved the Branch to a considerable degree in development of complimentary and specific regional studies as a result of the very large U.S. undertaking.

Gravel Resources Section

With the reduced budget allocation, the activities of the Gravel Resource Section were greatly modified. Gravel pit rehabilitation was emphasized, while exploration for gravel sources (one of the major functions previously undertaken by this section) was discontinued.

The pit inventory program was also reduced this year. Two field staff were reassigned to updating and processing field aggregate data and computer entry.

Pit Rehabilitation - Funding was provided to rehabilitate 14 depleted gravel pits. In cooperation with the Mechanical Services Branch, two pits were made available as training grounds for grader operator training and instruction. By the end of the training session the two gravel pits were satisfactorily rehabilitated at no cost to the program. All pits were rehabilitated well within the approved budget. The effort earned positive comment from various government agencies and organizations including Energy and Mines and Natural Resources Departments.

Office - Conversion of aggregate data from hard copy to a computerized format continued. Aggregate resources information in District #9 and #12 was fully processed and completely computer formatted. The greater portion of aggregate resources in Districts #2, 3, 8 and 11 were also computerized. By the end of this fiscal year, 38 hard copies of Block File aggregate resources information were converted to computerized format.

Crown Land Review and Assessment - Field evaluation and assessment of over 300 Crown Lands designated for sale, permit, lease and disposal were performed during the fiscal year. Close cooperation was maintained with the Planning, Design and Survey Division in the review of Crown Land development proposals.

Surfacing Materials Section

The Surfacing Materials Section assumed a new structure with the departure of the Quality Control group to the Construction and Maintenance Division. The Surfacing Section continues to provide

technical assistance, mobile lab and coring services to paving projects.

Approximately 420,000 tonnes of bituminous pavement were placed in 1988 requiring 24 mix designs. Approximately 11,000 lineal meters of concrete curb and gutter and 95,000 square meters of concrete pavement were placed requiring 7 mix designs.

Participation in the Canadian Asphalt Mix Exchange was continued and participation in the Winnipeg Mix Exchange was initiated. The section participated in various conferences and committees in order to keep abreast of the most recent developments in surfacing materials, construction methods and designs.

The section maintained an active role in the development and updating of the Department's Surfacing Specifications. Additionally, the section reviewed construction draft tenders.

The section is also responsible for the field testing equipment including the nuclear moisture/density gauges and the training of personnel in the operation of the same.

The Department's involvement with the C-SHRP program has seen the section become responsible for the Long Term Pavement Performance (LTPP) portion of the program. Two test sections have been selected and data collection will commence in 1989.

The Surfacing Section was again involved in the Department's employee training seminars.

Materials Testing Laboratories

The following samples were processed and tested in the Winnipeg Central Laboratory.

	88/89	87/88	86/87	85/86
A. Concrete	1,619	1,375	1,631	2,122
B. Aggregate	1,372	1,785	1,734	2,824
C. Soil	7,801	12,128	7,110	13,677
D. Asphalt - mix samples	1,651	1,163	1,759	1,144
- oil samples	346	447	421	464
E. Miscellaneous Samples Tested	334	340	312	288
Total Samples Tested	13,123	17,238	12,967	20,519
Total Tests Performed	28,232	34,185	25,053	31,207

The following samples were processed and tested in the Brandon Satellite Laboratory:

	88/89	87/88	86/87	85/86
A. Aggregate	1,320	1,551	1,182	975
B. Soils	748	2,121	1,205	2,770
C. Asphalt - mix samples	153	220	277	161
Total Samples Tested	2,221	3,892	2,664	3,906
Total Tests Performed	6,838	10,805	8,928	10,016

A detailed breakdown of individual tests is given in Tables 6 and 7.

Geotechnical Section

Geotechnical investigations and designs were conducted to determine the feasibility of constructing major cuts, fills, bridge approaches, stabilizing landslides, evaluating the impact major cuts may have on groundwater wells, resolving groundwater problems, frost heaves, unstable subgrades, and the design of measures to mitigate soil erosion. This section also managed and supervised the drilling operations for subgrade and embankment foundation evaluations, the installation and monitoring of slope indicators, settlement gauges, and piezometers.

The Geotechnical Section was also responsible for the quality assurance program for culvert fabrication and for calcium chloride and calcium lignosulfonate dust palliatives.

Geotechnical Project Summary:

No. of Projects Added in 1988-89	15
No. of Projects Completed in 1988-89	18
No. of Projects Outstanding:	
Post-Construction Monitoring	8
Pre-Construction Design and Evaluation	14
Policy and Design Manual Development	5

The 1988-89 drilling summary table for subgrade evaluation is appended.

Pavements Section

The primary function of this section is to design pavement structures which will provide a satisfactory level of service to the public at the minimum annual cost. This is accomplished by determining which construction and rehabilitation strategies will be the most feasible for the projected type and volume of traffic, taking into account desired service life, subgrade type, existing pavement strength and condition.

The major activities were:

1. Conducted detailed pavement structure designs for the surfacing and base projects of the construction program.

2. Determined pavement strategies and developed preliminary pavement structures for the Advance PTH Construction Program and the Four Year Proposed PR Highway Program.

3. Determined the structural condition and measured the pavement rut depths of designated Manitoba highways for the National Highway Policy Study Committee.

4. Acquired pavement surface deflections throughout the Province during the months of April and May by expediting ten Benkelman Beam crews to provide information for the spring load restriction program and to determine the current structural condition of the highway system.

5. Continued the development of a Pavement Design manual to develop uniform pavement standards and policies for highways.

6. Provided pavement performance information and construction costs for the RTAC Highway Transportation Information System.

Research Section

A Junior Engineer was added to the Materials and Research Branch to provide this section with a full-time staff person. This section's mission is to research and develop innovative materials and procedures for the construction and preservation of highway embankments and pavements. Three materials evaluation projects were continued to monitor long term field performance. This year marked the beginning of a major cooperative research project with the U.S.A. National Council on the Long Term Pavement Performance (LTPP) portion of their Strategic Highway Research Program (SHRP).

The LTPP is a comprehensive experiment which will consist of approximately 1,000 pavements strategically selected throughout Canada and U.S.A. to measure the effect of traffic loadings, environment and subgrade type on the long term performance of various pavement structures. Activities this year consisted of selecting potential pavement sites, testing, verifying and marking the sites, and providing detailed inventory and construction information at each selected site.

SHRP selected the following two sites for the LTPP experiments:

1. PTH 75: 0.8 km south of PR 420 on the North Bound Travelling Lane.

   The pavement structure consists of a 10 inch jointed plain concrete surface in good condition, a 6 inch crushed gravel base course, a 6 inch lime modified subgrade, and a high plastic clay subgrade.

2. PTH 1: 6.4 km west of PTH 21 on the West Bound Travelling Lane.

   The pavement structure consists of a 4 inch asphalt concrete surface in good condition, an 18 inch gravel base course, and a sandy silt subgrade.

Other potential LTPP sites are pending for final review by SHRP in 1989-90.

The three on-going research projects consist of evaluating the effectiveness of using synthetic material to minimize reflective cracking to bituminous pavement overlays. These projects are:

Project No.	Project Description
81-5R	A geotextile fabric on PTH 10, north of Boissevain.
84-1R	A Tensar Geogrid on PTH 10, south of Boissevain.
85-1R	A Glasgrid on PTH 1, east of Brandon.

Culvert Quality Assurance

The inspection of culverts at the manufacturer's plant was limited to evaluating corrugated steel pipe, which were greater than 900 mm in diameter, and to all arch pipe. Separate plant inspections

were conducted on 64 of 81 corrugated steel pipe purchase orders for a total of 79 inspections.

Appendix A
Geotechnical Project List:

Project	Location	Description
P.T.H. 1	West of P.R. 301 overpass	Monitored the construction of berms at failure areas.
P.T.H. 1	Assiniboine Valley	Installed ditch erosion control test site.
P.T.H. 1 & P.R. 240	Portage La Prairie	Installed instrumentation to monitor settlement.
P.T.H. 2	East of Treherne	Investigated slope stability problem and reviewed design. Monitored culvert jacking procedures and provided recommendations.
P.T.H. 5	Ashville Junction	Conducted site investigation and designed repairs to slope failures.
P.T.H. 5	East of P.R. 584	Monitored the installation of a subsurface drainage system.
P.T.H. 6	Junction of P.R. 239	Conducted site investigation and designed an insulation plan to counteract a severe frost heave problem. Monitored the installation of the insulation.
P.T.H. 6	Saskatchewan R. Bridge at Grand Rapids	Inspected slope failure problem and designed a rock berm to be built into the grade widening project.
P.T.H. 6	South of Thompson near Joey Lake	Selected, contracted, and managed a geotechnical consultant to design the installation of heat pipes at a previously selected test site.

Project	Location	Description
P.T.H. 6, P.T.H. 39, & P.R. 391	Wekusko-Wabowden and North of Thompson	Selected and contracted a geotechnical consultant to conduct a subsurface radar investigation to identify potential permafrost zones beneath the roadways.
P.T.H. 7 & P.T.H. 101	North Perimeter	Completed design of vertical sand drains and bridge abutment slopes for the interchange. Installed instrumentation to monitor settlement during construction.
P.T.H. 10	East of P.T.H. 10A in Swan River	Conducted site investigation of surface failure area to determine the feasibility of subsurface drainage.
P.T.H. 83	Assiniboine R. Valley	Extended the original site investigation for additional information.
P.T.H. 100	Letellier Overpass	Installed slope indicators and conducted site investigation. commenced site monitoring.
P.R. 200	North of Seine R. Diversion	Conducted site investigation and installed slope indicators. Commenced monitoring and preliminary design work.
P.R. 250	Little Saskatchewan R. Valley	Conducted site investigation and designed the major cut and fill slopes.
P.R. 263	Octopus L.	Conducted site investigation and recommended design and construction procedures for relocation across a portion of the lake.
P.R. 338	Shannon Creek Valley	Conducted site investigation and designed major cut and fill slopes.

Project	Location	Description
P.R. 354	Little Saskatchewan R. Valley	Conducted site investigation and recommended the design slopes of the major cut and fill areas.
P.R. 363	Togo Road	Designed repairs to slope failure.
P.R. 366	Wellman Lake	Conducted a site investigation for a slope failure that developed during construction. Designed berm to rectify problem area and monitored the construction.
P.R. 605	Sturgeon Road R.R. crossing	Conducted site investigation.
P.R. 725	Shellmouth - Saskatchewan Border	Completed site investigation and design of slopes of major cut and fill sections.
Norway House	Jack River	Reviewed design and recommended modifications for the construction of the bridge approaches.
Instrumentation Monitoring at Various Locations		Acquired slope indicator data on P.R. 478 at Binscarth, P.R. 259 at Virden and P.R. 373 at Minago R. Bridge; slope indicator and piezometer data on P.R. 238 at St. Andrews Church; piezometer and flow rate readings on P.T.H. 10 at Porcupine Hills; and settlement data on the Red R. Bridge north of Selkirk.

NORTHERN AIRPORTS/MARINE SERVICES

The Northern airport program serves to support the provisions of socio-economic and emergency requirements, such as medical retrievals, forest protection, the tourist industry and resource development, to isolated and remote communities in Northern Manitoba.

The Province of Manitoba operates, maintains or has some involvement at 32 airports and aerodromes which accommodate up to, and including, Class II air service at the following locations:

Twenty-one Certified Airports

Berens River
Bloodvein
Brochet
Cross Lake
Gods Lake Narrows
Grace Lake
Ilford
Island Lake
Lac Brochet
Lack du Bonnet
Little Grand Rapids
Norway House
Oxford House
Pikwitonei
Red Sucker Lake
St. Theresa Point
Shamattawa
South Indian Lake
Tadoule Lake
Thicket Portage
York Landing

One Certifiable Airport

Pukatawagan

Eight Emergency Aerodromes

Bissett
Cormorant
Dauphin River
Easterville
Matheson Island
Moose Lake
Poplar River
Princess Harbour

In addition to the thirty airports listed above, the Province has assisted in the purchase of the Gods River Airstrip for the Gods River Band. The airstrip is presently owned and operated by the band.

The Wasaagamack Aerodrome is presently inactive.

Projects undertaken in 1988/89 fiscal year include the following:

- Installation of lit windsock at the Little Grand Rapids,

Pukatawagan, Red Sucker Lake, Shamattawa, South Indian Lake and York Landing airports.

- Installation of new runway lights at the Gods Lake Narrows and York Landing airports.

- Runway extension at the Gods Lake Narrows Airport.

- Crushing and stockpiling maintenance gravel at the Berens River, Bloodvein, Island Lake, Little Grand Rapids, Poplar River, Red Sucker Lake and St. Theresa Point airports.

- The Department is under contract with Atmospheric Environment Services Canada to provide weather observation and reporting at Norway House (since the early 1970's), Berens River (since May 15, 1985) and Island Lake (since April 1, 1986).

Airport Activity Summary		Increase/(Decrease) over 87/88
Total Aircraft Movements	68,922	2.0%
Total Passenger Movements	156,357	(5.0%)
Total Freight	7,708 tonnes	(12.4%)

Staff Development and Training

The Airport and Marine Branch policy is to hire staff from the community where the positions exist. The appropriate training is provided to ensure that each employee can perform his duties in a safe and efficient manner. Since many of these functions are quite complex (Airport Manager, Equipment Operator, etc.), and since the positions are scattered throughout Northern Manitoba, extensive time and effort must be dedicated to staff development. Some of the training programs include Regional Airport Manager, Crash/Fire/Rescue, Saint John's Ambulance, Equipment Operation, as well as work planning and time management.

Marine Operations

The Department owns and operates six ferries (three cable ferries and three motor vessels), to provide access to remote communities. A seventh ferry (C.F. Thomas McIvor) is not being utilized at

present due to the completion of a bridge at Cross Lake in 1987.

The M.V. Charles Robert is operated by the Department and provides access from the end of the road at South Bay to the community of South Indian Lake. Service is provided seven days per week, with two round trips per day during the operational season. The start - up date for service was May 29 and the shut-down date was October 30, 1988.

The M.V. Joe Keeper is operated by the Department and provides access from the Thompson-Split Lake Road to the community of York Landing. Service is provided on a three day per week, one round trip per day basis. The start-up date for service was June 5 and the shut-down date was October 21, 1988.

The M.V. Edgar Wood was leased to Channel Area Community Services Inc. of Princess Harbour and Bloodvein, with an operational grant of $66,000.00. Service was provided from the end of PR #234 to Princess Harbour and Bloodvein. The start-up date for service was May 20 and the shut-down date was October 18, 1988.

The C.F. James Apetagon is operated by the Department and provides access across the east branch of the Nelson River for traffic on PR #373, to and from the community of Norway House. The start-up date for service was May 3 and the shut-down date was November 1, 1988.

The C.F. Ingemar Carlson was leased to the Matheson Island Community Council with an operational grant of $35,132.26. Service was provided from the end of PR #234 to Matheson Island. The start-up date for service was April 14 and the shut-down date was November 19, 1988.

The C.F. Alfred Settee Sr. is operated by the Department and provides access across the Nelson River at the Pipestone lake crossing to the community of Cross Lake. The start-up date for service was May 1 and the shut-down date was November 28, 1988.

AIR SERVICES

Air Services operated and maintained a fleet of thirteen fixed wing aircraft, providing the following services to the various departments and agencies of the Government:

- Dedicated Air Ambulance Program; Medivacs and Patient Air Transport;

- Executive and general air transportation of government personnel and cargo;

- Forest fire suppression by water bombing;

- Transportation of court parties and Mineral Resources' field parties;

- Support and assistance to the Emergency Measures Organization;

- Enforcement patrols during hunting and fishing seasons;

- Wildlife census patrols.

The Air Services' fleet is utilized throughout the Province year round, and is authorized by Transport Canada to operate under day and night Visual Flight Rules and Instrument Flight Rules. The three main bases are Winnipeg, Thompson and Lac du Bonnet, with seasonal operations conducted at various other locations throughout the Province.

Flight Agents located at the main bases, co-ordinate air transportation requirement for government personnel, ensuring full utilization of government owned aircraft, and arranging charters with commercial air carriers.

All Air Services pilots receive annual ground and flight training, with multi-engine crew members undergoing annual proficiency tests and instrument rating renewals conducted by Transport Canada Inspectors.

All qualified pilots on the Cessna Citation aircraft attend Flight Safety International for recurrent and simulator training, and pilots of the CL-215 water bombing aircraft, undergo annual programmed ground and flight training in-house.

Single engine aircraft pilots receive annual ground and flight training from senior staff, with recurrent training conducted at the commencement of float operations and again at commencement of wheel/ski operations.

Aircraft Maintenance Engineers and Avionics Technicians are trained to aircraft manufacturers standards and are highly skilled in their specialized field.

Routine aircraft servicing and maintenance are conducted at the three bases, with major inspections, overhaul and repair of the multi-engine aircraft handled from the Winnipeg base. Major overhaul and repair work on the single engine aircraft are carried out at the Lac du Bonnet facility.

Aircraft operated by Air Services in 1988/89 consisted of:

5 Canadair CL-215 Water Bombers
2 Cessna Citation Jets
1 Piper Navajo Chieftain
2 Dehavilland DHC-3 Otters
3 Dehavilland DHC-2 MKIII Turbo Beavers

Under the Federal Provincial cooperative Supply Agreement the province operates one CL-215 Water Bomber under lease from the Federal Government. This aircraft forms part of the National Air Tanker Fleet.

As a result of a Single Engine Aircraft Fleet Rationalization Study three Dehavilland DHC-2 Mark III Turbo Beavers were removed from service in the fall of 1988. Two were placed for disposal by tender, and one traded to the Province of Ontario in exchange for one Dehavilland DHC-3 Single Otter Aircraft complete with water bombing apparatus.

In 1988/89 Air Services Aircraft completed the following:

	1987/88	1988/89		
Total Flight Hours	4,802	5,850	Increase	1,048
Total Distance Flown (KMs)	1,539,386	1,811,096	Increase	271,710
Total Passengers Carried	6,050	6,891	Increase	841
Total Freight/Cargo Carried KGs	192,550	322,073	Increase	129,523

The increase in flying was mainly due to the extremely high forest fire activity during the summer of 1988 which resulted in heavy bombing activities as follows:

CL-215 Aircraft Activity	1987/88	1988/89
Total Flight Hours	608	1,426
Total Bombing Water Drops	3,571	8,215

On January 1, 1986 the provincial air ambulance program code named "Life Flight" officially commenced operations. The aircraft is operated and maintained by Air Services for the Manitoba Health Services Commission. The aircraft is crewed by two pilots and a Flight Nurse and is available twenty-four hours a day. During 1988/89 the insured air ambulance service was expanded to include "Out of Province" medical flights. As well, physicians are now carried on medical flights that require their presence. The service has performed the following:

	1987/88	1988/89
Total Flight Hours	943	1,021
Total Distance Flown (KMs)	491,176	554,920
Patients Carried	509	624

Use of the aircraft was well distributed between departments with the Air Ambulance (Life Flight) Program accounting for 31% of all flights, with a total of 554,920 kms; an increase of 63,744 kms from the previous year.

The Department of Natural Resources utilization was 28% or 499,832 kms; an increase of 325,481 kms from the previous year. The Department of Highways and Transportation was the third largest used at 10% flying 183,376 kms; a decrease of 8,456.

As at March 31, 1989 Government Air Services has flown a total of 51,213,667 km since its inception in 1932.

Statistical information may be found in Tables No. AR2 and AR3.

RADIO SERVICES

The Radio Services section of the Department of Highways and Transportation co-ordinates the radio communication requirements of the Manitoba Government, under the guidance of the Radio Communications Committee and under the regulation of the Federal Department of Communications. It operates three well equipped radio shops and four radio service vehicles. The repair and installation shops are located in Winnipeg, Thompson and Dauphin.

Regular service trips are made from Dauphin to The Pas monthly. In addition, service trips are made to important radio sites and bi-annually to airports and radio beacon sites. A monthly radio service trip is being made from Winnipeg to Brandon.

Radio Services continued in its consulting role. However, investigations into the "Talking Sign" concept have not yet yielded any usable results. The use of solar panels was increased and we entered into field installation of a radio linked automatic weather station. Improvements were also made in site selection for the lightning strike detection system.

Radio Services continued to remove, install, repair and maintain radio communications equipment for the Manitoba Government and its agencies. Increased quantities of mobile radio equipment were purchased for the Department of Highways and Transportation. The departments' low band radio system was improved and plans were made to reduce interference by increasing the number of channels in use. District 3 and 4 were added to this system with the completion of repeater sites at Lake Max and Deerwood. A new repeater site was also established for District 1 at Milner Ridge. Plans are underway for the installation of a repeater site at Morris. The installation of additional radio channels is still progressing.

The high band V.H.F. radio repeater installation for Government Services continued to experience radio interference problems. We are not experimenting with other locations in Winnipeg.

Plans are being finalized to move the Dauphin radio shop into the former Bridge office. The better facilities will greatly ease the present congestion and result in improved response time and less staff turnover.

Radio Services improved its capability by sending a technician for training in the radio remote sensing system. It upgraded Radio shop staff with a printed circuit repair and rework, (hands on) training course. New test equipment was selected and ordered.

The Radio parts inventory was transferred to Radio Services and is now a total Radio responsibility.

REPEATER LIST

APPENDIX "A"

	NATURAL RESOURCES	HIGHWAYS	OTHER
NORTHERN MANITOBA			
Prospector	*	*	
Moose Lake	*		
Cold Lake (Sheridon)		Proposed	
Bakers Narrows	*		
(Rice Creek)		Proposed	
WESTERN MANITOBA			
Rice Creek		*	* N.A.
Baldy Mountain	Exc., Parks	*	* H.A.
Mountain Road		*	
Brandon Hills		*	
Brandon			* E.M.O.
Lenore	*	*	
Bruxelles	*		
Lake Max	*	*	
Rossman Lake	*	*	
Foxwarren		*	
Minitonas Hill	*	*	
Deerwood		*	
Morris		Proposed	
INTERLAKE			
Gypsumville		*	
Chatfield		*	
Gull Harbor	*	*	
EASTERN MANITOBA			
Bissett	*	*	
Knob Hill (Camp 24)	*	*	
Pine Ridge (Birds Hill)		*	
Milner Ridge	Proposed	*	

REPEATER LIST

APPENDIX "A" (con't)

	NATURAL RESOURCES	HIGHWAYS	OTHER
SOUTHERN MANITOBA			
Marchand		*	
Moose Lake	*		
Winnipeg			
Government Services			
V.H.F.			E.M.O.
U.H.F.			Woodsworth
U.H.F.			Red River C.C.
Norquay Park		*	
Morris		Proposed	
Gimli - Air Services		Proposed	

NON DIRECTIONAL BEACONS, ARCALS, V.H.F. (A.M.) & H.F. RADIOS

APPENDIX "B"

	N.B.D.	ARCAL	V.H.F. (A.M.)	H.F. RADIO
Lac du Bonnet	Yes	Yes	Yes	Yes
Bloodvein	No	Yes	Yes	Yes
Berens River	Transport Canada	Yes	Yes	Yes
Little Grand Rapids	Yes	Yes	Yes	Yes
Poplar River	No	No	Yes	Yes
Red Sucker Lake	Yes	Yes	Yes	Yes
Island Lake	Transport Canada	Yes	Yes	Yes
Gods Lake Narrows	Yes	Yes	Yes	Yes
Norway House	Transport Canada	Yes	Yes	Yes
Cross Lake	Yes	Yes	Yes	Yes
Thompson (River Base)	N/A	N/A	Yes	Yes
Shamattawa	Yes	Yes	Yes	Yes
Pikwitonei	No	Yes	Yes	Yes
Ilford	No	Yes	Yes	Yes
York Landing	Yes	Yes	Yes	Yes
St. Theresa Point	No	Yes	Yes	Yes
South Indian Lake	Yes	Yes	Yes	Yes
Oxford House	Yes	No	Yes	Yes
Tadoule	Yes	Yes	Yes	Yes
Lac Brochet	Yes	Yes	Yes	Yes
Brochet	Yes	Yes	Yes	Yes
Pukatawagan	Yes	Yes	Yes	Yes
Thicket Portage	No	Yes	Yes	Yes
Grace Lake	No	Yes	No	No
Winnipeg	N/A	N/A	Yes	No
Leaf Rapids Corp.	Our Maintenance	No	No	No
TOTAL	**13**	**21**	**24**	**23**

Tadoule and Pukatawagan now have their beacons operating into an auto-tune antenna.

LIGHTNING DETECTION SITES

APPENDIX "C"

The Pas
Norway House
Gypsumville
Lundar
Betula
Bissett
Thompson
Terminated at 1495 St. James Street, Winnipeg

RADIO INVENTORY

APPENDIX "D"

Radio transmitting and receiving equipment owned by the Manitoba Government:

	1987-88	LESS WRITE OFFS	PLUS PURCHASED	1988-89
Station Radios	413	-1	7	419
Mobile	1,467	-3	121	1,585
Portable	1,146	-4	121	1,263
Boats	6	-0	0	6

Many mobile radios are packaged in Portable Kits. Some hand held radios are used in vehicles. Some mobile radios are removed from their vehicles and used in boats. The above distributions vary from month to month. When inventory computerization is finalized a major reduction in inventory will result as very "old" equipment is removed from the inventory.

Manitoba Government Air Services continued to provide Air Ambulance, water bombing and general aviation support. Shown above are a CL-215 water bomber in the background and the Cessna Citation general purpose jet.

Transportation Policy and Research

The Transportation Policy, Programs and Research Division is organized into four branches: policy, programs, research and sub-Agreements. Staff evaluate and advise other government departments and agencies on transportation matters. They also respond to requests for information from the transport industry and the general public.

The Division participates in government committees dealing with rail rationalization, deregulation, transportation of the mobility disadvantaged, statutory grain rates, physical distribution and transportation statistics. The staff are active on transport related boards, councils and associations, including the Canadian Transportation Research Forum, the Roads and Transportation Association of Canada, and the Western Transportation Advisory Council.

POLICY

The Transportation Policy Branch is responsible for developing policy options both for freight and passenger service, improving the quality and effectiveness of transportation and evaluating federal transport policy initiatives and related agreements, studies, and legislative activities.

The Branch is also responsible for developing briefs and submissions for presentation to federal boards and commissions, assisting intervenors in preparing for hearings, participating in public hearings and generally defending provincial interests in transportation. The range of these activities is illustrated in the following examples:

- The Branch continued to work with the other Western Provinces in developing a costing methodology to determine the impact of rail line abandonment on the highway system.

- Manitoba continued to register concern with the federal government regarding the new transport legislation and worked with other jurisdictions and federal agencies in the development of related initiatives, such as interswitching rules, air programs, and redress procedures. Assistance was provided to shippers regarding adjustments to the new regulations.

- Efforts continued toward minimizing costs of moving Manitoba grain through the St. Lawrence Seaway system and ensuring continuity of service.

- The federal government's off-track elevator demonstration project, involving the shipping of grain by commercial truck from elevators at Fisher Branch and Broad Valley to Arborg for onward movement by rail, was completed during the past year. The success of this venture resulted in a permanent program being introduced at Fisher Branch, as well as an extension of the program to Riverton.

- The Branch intervened in support of the thrust by Air Canada and Canadian Airlines International to retain their consolidated GEMINI Computer Reservations facility before the federal Competition Tribunal. Success of this venture is essential to the retention of at least 100 jobs in Winnipeg, as well as to fostering expansion of the system.

- The Branch played a lead role in coordinating a major initiative of a transborder air services task force. The objective was to attract a carrier to assume the services which were voided with the bankruptcy of Frontier Airlines. This concentrated initiative resulted in Aspen Air filing an application to serve Winnipeg - Grand Forks - Denver.

- Support for and participation in interest groups and organizations continued during the past year. This included the Western Transportation Advisory Council, port and seaway organizations and shipper/labor/carrier groups.

- Arrangements were made for the supply of a Manitoba government aircraft and crew to assist in the hurricane disaster relief service in Nicaragua.

- As a result of previous interventions by the Province and interest groups, the National Transportation Agency established the framework for the safe introduction of caboose-less trains.

- A detailed proposal for government travel discounts was tabled for the consideration of the executive.

- The Policy Branch is coordinating an initiative to have Canadian Airlines International construct a new maintenance hangar in Winnipeg.

- The Branch participated in an interdepartmental committee which arranged for a temporary reopening of the Churchill Rocket Range to facilitate some new launches

- The Province of Manitoba continued to support the appeals by the Western Canola Crushers to maintain minimum compensatory rail rates and ratings essential to their ability to access eastern markets.

- A major project was the further development and refinement of a responsible rail rationalization proposal which would encourage the evolution of a more efficient and lower cost system and fully compensate the losers in any abandonment proceeding. The proposal is currently being considered by the federal Minister of Transport.

- The federal Minister of Transport is also considering a proposal of both the Governments of Saskatchewan and Manitoba to protect the short line railway mileage for rate making purposes, in the event of the abandonment of rail lines which serve direct rail routes. This would prevent the application of higher rates based on greater mileages resulting from the abandonment of direct links.

- Initiatives continued with respect to securing federal funding for roads affected by rail abandonment, as well as for major arterial routes fostering overhead or interprovincial traffic.

- The Policy Branch assisted the Winnipeg Chamber of Commerce Transportation Committee in evaluating proposals for the enhancement of transportation in Manitoba.

PROGRAMS

During the 1988/89 fiscal year the Physical Distribution (P.D.) Program held four workshops on inventory management. As with previous workshops, the demand exceeded the available seating. The four workshops were attended by 99 people from 58 firms.

The P.D. Program also organized the sixth annual Shipper/Carrier Conference which attracted 104 participants from 84 businesses interested in learning about the transportation services available to firms in Manitoba.

The Technical Assistance Program provides technical transportation information and assistance to industry, the public and other government departments and supports projects undertaken

by the Transportation Division. Its information helps identify Manitoba as a preferred location for business.

The technical information and assistance rendered to 78 clients had some positive results, such as:

- assistance was provided to northern communities during the transition of service from Route Canada to Gardewine Transport to ensure continuous service was maintained;

- assistance was provided to clients during the relocation of the Union Stock Yard facilities.

The Southern and Northern Manitoba Airport Assistance Programs provide grants to municipal airport commissions assisting them in the safe operation of their airports. These are increasingly being used as bases for the aerial application of pesticides required by Manitoba farmers. At present, the Southern Airport Program provides grants to 25 communities and the Northern Airport Program provides a grant to the community of Leaf Rapids.

The Program for Transportation of the Mobility Disadvantaged in Rural Manitoba provides three types of grants to municipal governments which have agreed to sponsor a transportation service for the mobility disadvantaged. The grants include a $6,000 start-up grant, a capital grant based on 50 percent of the cost of a capital asset up to a $10,000 maximum, and an operating grant of 37½ percent of gross operating expenses to a maximum of $20,000.

The program serves 34 communities in a population catchment area of 191,000 people, representing 45 percent of the total population of rural Manitoba.

In 1988, a total of 112,339 trips were made transporting mobility disadvantaged persons over 488,000 kilometers. This represents an increase from the previous year of 11 percent in the number of trips and 5½ percent in the number of kilometers travelled.

Thirty-one percent of the trips were to transport people to school and work. Trips for adult day care programs, and medical appointments accounted for another 31 percent while the remaining 38 percent were for other purposes, such as shopping, business, recreation and visiting. Seventy-four percent of all trips provided under the program involved the transportation of persons 65 years of age and older.

In 1988, the average cost per trip for the communities under the Program was $7.40. This 3.9 percent increase over 1987 was due

to general price increases and significant increases in licencing and insurance costs.

A user needs and benefits study conducted during 1988 found that, in seven representative communities surveyed, the quantifiable program benefits of $363,571 far outweighed the cost to the Province of Manitoba in the form of grants totally.

Many users surveyed noted marked improvements in their quality of life because of greater independence, increased mobility, social activities, health care, employment, education and religious practice since they have had use of the handivan.

RESEARCH

The Transportation Research Branch provides long term economic research and technical analysis of transportation issues affecting the Province. The complexity and uniqueness of some issues requires projects to span two or more years. The Branch also responds to more immediate requests for statistical information and technical advice on transportation matters.

As in the previous year, the Branch was consulted by the National Transportation Agency in their setting of the 1989/90 rail freight rates for grain. A major issue was the level of the cost of capital. The Branch successfully argued for a reduction, and the rate was decreased from 20.5 percent to 14.4 percent.

The Branch also participated with the provinces of Saskatchewan, Alberta and British Columbia in the National Transportation Agency quadrennial costing review calculating the cost of transporting Western Canadian grain by rail. The resulting costs will be used as a basis for grain freight rates for the years 1990-94. The four provinces participate to protect joint interests and to ensure that reasonable procedures are adhered to in determining these costs.

The Branch undertook a study to assess the impact of the establishment of the Free Trade Agreement on the transportation of goods and people to, from and across Manitoba. Data acquisition problems limited the analysis but the Branch anticipates that Manitoba shippers would seek to exploit the market opportunities in the United States, increasing north/south traffic.

Additional Transportation Research activities included an issue paper on the present status of the method of payment, in preparation for a possible review by the federal government later

this year. As well, the Branch prepared a Manitoba Air Handbook, listing the carriers in Manitoba, the points they serve and licences they hold. The handbook serves as a quick reference to staff in the Policy Branch for responding to executive requests and enquiries from the public. In addition, the Branch investigated concerns by Manitoba trucking companies about the differences in taxation measures between Canada and the United States and how these measures affect their ability to compete with American trucking companies.

Assistance was provided to the Transportation Industry Development Advisory Committee in their Rural Trucking Study and the Winnipeg International Airport Study.

The Branch also prepared briefing notes for senior executives on a wide variety of issues including highway expenditures, budget analysis, impact of increases in gasoline tax and grain dependent lines.

SUB-AGREEMENTS

In April of 1984, two five-year, federal/provincial subsidiary agreements were signed under the Economic and Regional Development Agreement between the Governments of Manitoba and Canada.

The Churchill Sub-Agreement focussed on Churchill as a northern seaport and resupply centre, and the Transportation Development Sub-Agreement was aimed at promoting the development of Manitoba's transportation industry. The sub-agreements expire in March of 1989.

Churchill

Within the five years of the sub-agreement, over 1900 boxcars were rehabilitated at a cost of approximately $35.5 million, to ensure that sufficient railway rolling stock is available to carry 750,000 tonnes of grain to Churchill each shipping season to at least 1990.

A prototype of a lightweight grain car, designed to replace the aging boxcar fleet, was built and tested. Although the car performed well technically, financial limitations precluded further production of the grain cars.

Improvements to the Port of Churchill included construction of a new tug, deepening of the harbour, and a dust control system for the grain elevator.

A study of geotechnical investigations was undertaken on northern railway roadbeds to determine the extent of roadbed foundation problems due to discontinuous permafrost. Final results of this study are expected in December of 1989.

Studies on the cost of shipping grain to Churchill, season extension, alternative commodities, resupply operations and transportation and tourism provide insight into the potential of Churchill as a valuable inland port and hub of northern activity.

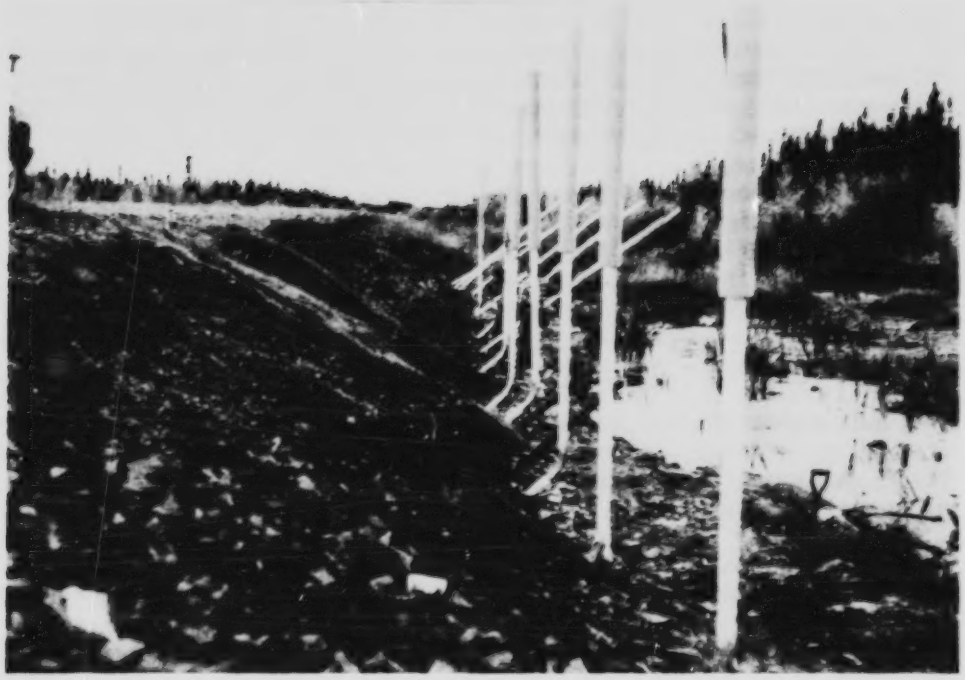
Development

The sub-agreement provided for establishment of the Transport Institute at the University of Manitoba, with a contribution of $11.6 million for construction of a building, as well as an annual operating grant.

The Transportation Industry Development Advisory Committee (TIDAC) was established to examine and define an action program, on the future of Manitoba as a major national transportation-related industry centre. As well, the committee was established to examine other issues affecting the long term development of the transportation system. To this end, the Committee is monitoring the completion of the Manitoba Transportation Action Plan to the Year 2000, which is being carried out by the University of Manitoba Transport Institute.

Also under the Sub-agreement, a number of highway and air infrastructure improvements have taken place; a prototype Canadian rail bus vehicle was tested in Northern Manitoba; and renovations were made to the CN Union Station.

An analysis was done of Manitoba's transportation system in order to identify inadequacies which affect transportation efficiency and to determine transportation-related opportunities to support future economic development. To this end, the following studies were completed: Highway Impact Study; Seatbelt/Helmet Study; East of Lake Winnipeg Study; Monitoring Analysis and Planning System Study (MAPS); and the Multimodal Terminal Study.



Heat pipe test section on PTH No. 6, southwest of Thompson at Joey Lake. The stabilization program is to increase the rate of heat extraction during activities largely associated with the thawing of permafrost remnants.

Driver and Vehicle Licencing

The Driver and Vehicle Licencing Division administers highway safety programs through driver improvement, safety, public information and driver testing and maintenance of records on drivers involved in accidents or convicted of traffic violations. Provides for those matters relating to driver and vehicle registration not specifically delegated to the Manitoba Public Insurance Corporation.

MANAGEMENT SERVICES

This section administers the overall divisional programs and reviews, recommends and implements changes for increased efficiency and effectiveness for both operating programs and for internal management practices and organization. Management Services provides direction for all aspects of highway safety, vehicle registration and driver licencing and, as well, provides support services to operating programs in the form of financial and administrative services; staff training; research and statistics and computer system and data processing services. In particular, computer system and data processing services incorporate new system requirements, considering overall objectives and existing procedures. Automated and manual procedures are implemented and maintained ensuring information is accessible to users such as the Manitoba Public Insurance Corporation, law enforcement agencies, and government departments.

Accomplishments and New Initiatives

* Completion of computer system changes to accommodate the Single Application Vehicle Registration System (SAVR)

* Implementation of the Inter-Provincial Record Exchange System which enables Canadian jurisdictions to exchange driver and vehicle licencing information electronically.

* Establishment of a working committee to develop alternatives to Merit Discount System implemented by the Manitoba Public Insurance Corporation in February 1988.

LICENCING

The Licencing System is responsible for the licencing of drivers, the registration of vehicles, administration of the Canadian Agreement on Vehicle Registration, the licencing of vehicle dealers and salespersons, the maintenance of vehicle standards, and the inspection of commercial vehicles.

The program is characterized by its cyclical nature, i.e. monthly renewal of driver licences, annual and quarterly renewal of vehicle registration and commercial vehicle registrations. As both driver licencing and vehicle registration are fully integrated with the Autopac insurance system, very close working relationships with the Manitoba Public Insurance Corporation at all working levels are also characteristic.

Accomplishments and New Initiatives

* The Single Application for Vehicle Registration System, under the Canadian Agreement on Vehicle Registration, was implemented July 1, 1988 for new fleet of interprovincially operated commercial vehicles.

* Completion of Phase I of the Photo Driver Licencing project, involving a detailed feasibility study.

* Implementation of an on-highway commercial vehicle inspection program in cooperation with the Transport Compliance Boards.

* Conversion of the truck tractor and semi-trailer regular inspection program from a call-up system to a cyclical periodic inspection program with regular inspection periods set by regulation, thus enhancing vehicle owner's opportunity to select their own inspection dates.

SAFETY

The various sections of the Division of Driver and Vehicle Licencing within their own particular spheres of influence, all continue to contribute toward the common goal of maintaining and improving highway safety in Manitoba. These include Driver Testing, Driver Records and Suspensions, Medical Records, Driver Improvement and Control and the Alcohol and Drug Abuse Program and are administered in accordance with the provisions of the Highway Traffic Act, Manitoba Public Insurance Corporation Act, and Regulations made under those authorities.

The following is a synopsis of activities conducted within each component of the Safety Directorate.

DRIVER TESTING

The primary responsibility of the Driver Testing Section is to evaluate applicants for driver licences from Class 7 to Class 1 to determine whether they have the necessary knowledge, mechanical skills and physical and mental abilities to meet the minimum requirements to operate vehicles in a safe manner.

This function is complemented with Driver Improvement involvement and a degree of public relations to upgrade the safe operations of all classes and types of motor vehicles.

The Driver Testing Section operates from five permanent offices: two in Winnipeg, one in Portage la Prairie, Brandon, Dauphin and Thompson. As well there are nine mobile units providing Driver Testing service at 67 locations, plus a number of remote area communities, as required. The Chief Driver Examiner's office and Centralized Booking operate from 1075 Portage Avenue, Winnipeg, Manitoba.

DRIVER IMPROVEMENT AND CONTROL

Driver Records and Suspensions

The Driver Records and Suspensions area deals with the recording of accidents, convictions, suspensions and driver improvement and control action, as well as medical information on the driver's file.

The updating of driver records and the dissemination of driver record information to external and internal users is carried out in accordance with the statutory requirements of the Highway Traffic Act, the Manitoba Public Insurance Corporation Act, regulations and policies.

Activities related to ensuring that these responsibilities are adhered to are performed in the following manner: filing and maintenance of pertinent data relating to accidents, convictions, suspensions, driver improvement and control actions, medicals, decisions of the Licence Suspension Appeal Board, Court of Queen's Bench, demerit points and merit points accumulated under the authority of Manitoba Regulation 289/88 of the Manitoba Public Insurance Corporation Act.

Information on driver records is also disseminated to the public, courts, enforcement agencies and other government departments when applicable.

The maintenance and distribution of records on Manitoba drivers also involves the monitoring of suspect records to be brought forward in appropriate time for departmental action.

Medical Records

The basic objective of the Medical Records Section is to establish policy and procedures for the review and assessment of a driver's medical fitness to safely operate a motor vehicle in accordance with the Highway Traffic Act and its regulations and the "Guidelines" published by the Canadian Medical Association.

The Medical Records Section requires a submission of a medical report periodically when a driver applies for or holds a Class 1 - 4 driver's licence and in cases when a serious medical problem has been identified by an accident report, renewal application, police report, correspondence from the courts, physicians, optometrists and the general public.

Based on the information, a driver may be requested to file a second opinion, appear for driver examinations, an interview and/or a driving assessment. The driving assessments are completed by an Occupational Therapist at the Rehabilitation Centre and are incorporated into our physically disabled driver program.

Further action may result in a periodic medical recall, restrictions being placed on the driver's licence, the motor vehicle may require modifications or a medical suspension may be listed.

Driver Improvement and Control

The objective of Driver Improvement and Control is to improve drivers who have potential or real driving problems identified through their driving records (accumulation of points), complaints from enforcement agencies and the general public. The function of the Driver Improvement and Control Section is to provide rehabilitation where necessary and, in more severe cases, impose a suspension in order to remove hazardous drivers from Manitoba roadways.

The program is progressive and individuals are provided with rehabilitation such as driver examinations and Defensive Driv-

ing. Drivers who do not improve their driving are actioned further (Show Cause), which may result in the suspension of their driving privileges.

Alcohol and Drug Abuse Section

The objective of the Alcohol and Drug Abuse Section is to ensure the chemically dependant or problem user of alcohol/drugs is not licenced until the problem is under control.

The Alcohol and Drug Abuse Section requires an assessment report from all drivers who have been convicted of an alcohol/drug related Criminal Code driving offence. In co-operation with the Alcoholism Foundation of Manitoba, these drivers are required to attend the Impaired Driver's Course, which consists of an assessment and an educational or treatment program.

In cases where a serious alcohol/drug problem has been identified by correspondence received from physicians, police, courts and family members, a driver may be requested to submit an assessment report from the Alcoholism Foundation of Manitoba, or other recognized agency or person engaged in the diagnosis and treatment of chemical dependency.

Based on the assessment, further action may result in cancellation of driving privileges, or a periodic recall.

Accomplishments and New Initiatives

* Under the National Safety Code, medical standards were developed and regulations rewritten to reflect new standards for licencing of drivers with medical related problems. Standards were also developed for the National Safety Code carrier profile.

* The Centralized Booking System was introduced on May 2, 1988 to book prepaid appointments for road tests, written tests and driver improvement (counselling) interviews. The introduction of this system has resulted in improved service to the public through an elimination of lineups to obtain written and road testing services; a reduction in waiting time for road tests as a result of staff deployment based on demand for service, greater convenience to the public by provision of a greater variety of testing dates and locations; greater benefits to the 200 driver licence agents located throughout the Province, from whom the public may purchase written and road test appointments.

TRANSPORT SAFETY AND REGULATION

The Transport Safety and Regulation Section

The Transport Safety and Regulation Section has responsibility for implementing and monitoring minimum safety performance standards of motor carriers who operate commercial vehicles. The original purpose for adopting the National Safety Code was to ensure that the operation of buses and trucks interprovincially and internationally would not be compromised as the Provinces moved forward deregulating the trucking industry. Transport safety is not concerned with borders or boundaries. Therefore, the National Safety Code applies equally to all motor carriers, whether their operations are intraprovincial, interprovincial or international.

The National Safety Code is comprised of fifteen safety related standards agreed to and adopted by all Provinces and Territories. The purpose of these standards is to ensure that drivers and equipment are licenced, tested (inspected), monitored and when appropriate sanctioned in a uniform, consistent manner in every jurisdiction. The motor carriers who hire and employ drivers and transport equipment also are held responsible and accountable for maintaining safe operating environments.

Uniformity in the prerequisites for licencing of drivers and equipment improves safety throughout Canada. The standards in each jurisdiction are at safety levels which are recognized to be adequate to transfer licences from jurisdiction to jurisdiction on a reciprocal basis.

Accomplishments and New Initiatives

The Transport Safety and Regulation directorate was established within the Division of Driver and Vehicle Licencing to implement the standards in the National Safety Code as part of Manitoba's commitment to national safety initiatives.

Considerable legislative additions were made to the Highway Traffic Act to provide the directorate with the ability to monitor and control transport safety practises. Regulations were enacted to limit drivers' Hours of Service, with the aim of minimizing the risk of fatigue from excessive hours on-duty.

Dry spring conditions resulted in a large number of forest fires.

A section of No. 6 Highway, north of Grand Rapids had to be closed because of poor visability.

Highway Traffic Board

Highway Traffic Board members are appointed by the Lieutenant Governor in Council and are responsible for the administration of The Highway Protection Act, portions of The Highway Traffic Act and portions of The Off-Road Vehicles Act.

Highway Traffic Board Members and Staff

The members comprise of a Chairperson, Vice-Chairperson and four members.

The staff consists of a Secretary, and assistant Secretary, and office Manager, two Administrative Secretary's and a vacant receptionist position.

Scheduled Agenda, Meetings, Show Cause Hearing and On-Site Investigations

Hearings and meetings were scheduled and held throughout Manitoba with the main hearings held in Winnipeg, Brandon, Dauphin, The Pas and Swan River. On-site investigations were conducted throughout the Province and whenever possible were conducted at locations at the same time hearings were held.

Responsibilities Under The Highways Protection Act

In the interest of public safety, the Board determines the location of accesses onto Limited Access Highways; the erection of structures adjacent to those highways; establishment of Control lines and Circles; and designate or remove any highway as a Limited Access Highway.

Responsibilities Under Portions of the Highway Traffic Act

The Board administers all speed regulations, approves traffic control device designs, the location of pedestrian corridors, approve municipal weight limit by-Laws, amendments of highway classifications, bridge closures and restrictions, parking in

alleys and vehicle equipment pertaining to safety and traffic control.

Responsibilities Under The Off-Road Vehicles Act

The Highway Traffic Board has been given the administrative authority to consider Municipal By-Laws and impose conditions that may be necessary for public safety under Section 33(4) and 45(2) of the Act.

Accomplishments

Control areas and circles on limited access highways have been consolidated and regulated in map form under Manitoba Regulation 569/88R.

Traffic Control Devices Design

Traffic Control Devices unique to Manitoba have been consolidated under Manitoba Regulation 264/88.

Advertising Signs

A draft copy of the Proposed Advertising Signs adjacent to Provincial Trunk Highways has been completed.

ANTICIPATED/PLANNED ACCOMPLISHMENTS

Provincial Trunk Highways Increase Speed Limits

Speed limit increase from 90 km/hr to 100 km/hr consolidated under one Manitoba Regulation which becomes effective in the Spring of 1989.

Highway Speed Regulations

Manitoba Speed Regulation 48/87 willbe consolidated, amended and rewritten.

Advertising Signs

Public Briefing throughout Manitoba on the Proposed Advertising signs will begin in February, 1989.

Application Forms

Under the Highways Protection Act application forms will be amended and translated, with completion hoped for early Spring of 1989.

Permit Forms

Highway Traffic Board permit forms will be amended and translated, and its expected they will be completed in Spring, 1989.

The Highway Traffic Board frequently consults with more than 200 Municipalities throughout Manitoba on matters pertaining to the three (3) Acts.

The summary of The Highway Traffic Board's activities is included for comparison for the years 1987 and 1988.

TRAFFIC BOARD ACTIVITIES
COMPARATIVE STUDY

I

HEARINGS/MEETING	1987	1988
Winnipeg	59	71
Brandon	8	12
Dauphin	5	2
Others	11	25
Show Cause	0	1
TOTALS	83	111

II

APPLICATIONS/REQUESTS ADMINISTERED		
Structures and Accesses	296	270
Advertising Signs	145	133
Additions	220	276
Sub-Totals	661	679
Speed Limits	74	80
Pedestrian Corridors	11	18
Traffic Control Devices	2	12
By-Laws	2	3
Additions	58	39
Sub-Totals	147	152
Off-Road Vehicle Act	0	1
Additions	0	0
Sub-Totals	0	1
TOTALS	808	832

III

PERMITS ISSUED/REQUESTS APPROVED - UNDER H.P.A., H.T.A., O.R.V.A.

	1987	1988
Structures and Access	312	285
Advertising Signs	121	127
Sub-Totals	433	412
Speed Limits	64	60
Pedestrian Corridors	7	10
Traffic Control Devices	2	6
By-Laws	2	3
Sub-Totals	75	79
Off-Road Vehicle Act	0	1
TOTALS	508	492

IV

APPLICATIONS/REQUESTS - DENIED/CANCELLED - UNDER H.P.A., H.T.A., O.R.V.A.

Structures and Access	17	20
Advertising Signs	4	15
Cancelled	25	19
Sub-Totals	46	54
Speed Limits	12	22
Pedestrian Corridors	2	3
Traffic Control Devices	0	3
By-Laws	0	0
Cancelled	0	1
Sub-Totals	14	29
Off-Road Vehicle Act	0	0
Cancelled	0	0
Sub-Totals	14	29
TOTALS	60	83

V

APPLICATIONS AND REQUESTS DEFERRED	1987	1988
Structures and Access	85	90
Advertising Signs	52	91
Speed Limits	36	19
Pedestrian Corridors	2	3
Traffic Control Devices	0	3
Off-Road Vehicle Act	0	0
By-Laws (All)	0	0
TOTALS	175	206

VI

APPLICATIONS AND REQUESTS BROUGHT BEFORE THE BOARD FOR DISCUSSION		
TOTALS	61	51

VII

ON-SITE INSPECTIONS		
TOTALS	209	170

VIII

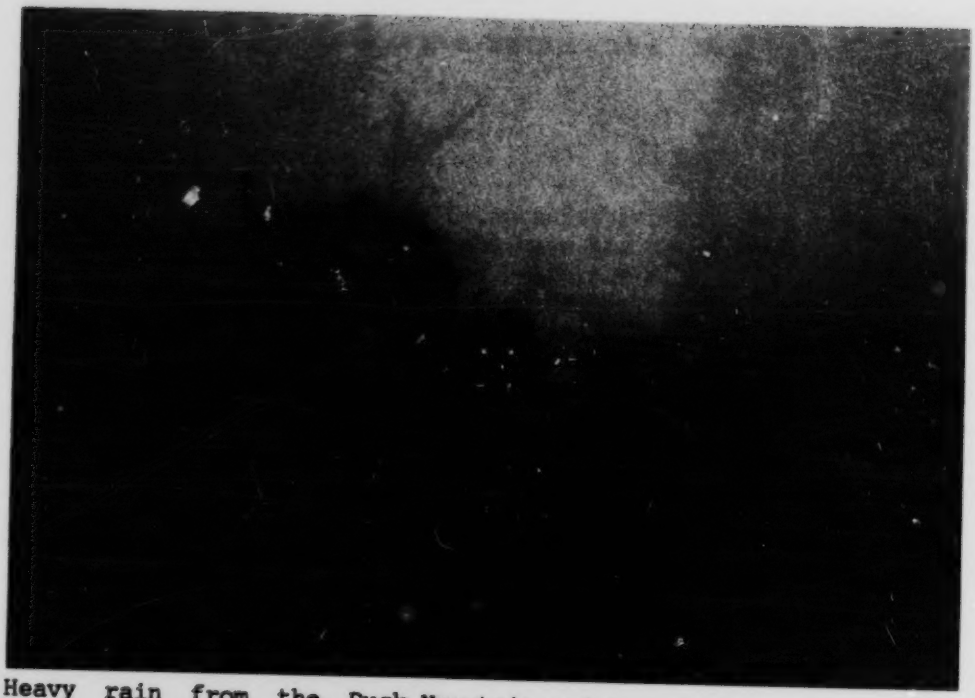
REGULATION SECTIONS WRITTEN		
TOTALS	255	188

IX

REGULATED FILED		
TOTALS	14	14

X

FILES REQUESTED BY P.U.B.		
TOTALS	2	4



Heavy rain from the Duck Mountain and Porcupine Mountain area caused extensive flooding in the Swan River Valley.

Construction of PR No. 391, North of Thompson.
(Offtake Drainage Work)

Licence Suspension Appeal Board

The primary function of the Licence Suspension Appeal Board is to hear appeals of individuals who have had their driver's licences suspended by the courts or the registrar of motor vehicles. The Board also hears appeals for suspensions, cancellations or denials of driving school permits, driving school instructor permits, automobile dealers permits and salesman's permits.

Public interest and exceptional hardship are the criteria used to determine if an individual is to be granted or denied remission. The decisions of the Appeal Board are final.

JURISDICTION

Section 278 and 279 of The Highway Traffic Act provide the authority, jurisdiction and procedures of this Board.

COMPOSITION

The Board consists of a Chairman, Vice-Chairman and nine Board Members. All members are appointed by Order-in-Council and are from all walks of life. The members reside in Grunthal, Winnipeg, Dauphin, Brandon, Somerset, Minnedosa, The Pas and Beausejour.

The staff at present consists of a Board secretary, an administrative officer, an administrative secretary and two clerk - typists.

HEARING LOCATIONS

Winnipeg	-	every Tuesday and Thursday a.m. and p.m., Wednesday as needed.
Brandon	-	every second Thursday a.m. and p.m.
Dauphin	-	once a month on Wednesday a.m. and p.m.

Beausejour/ Steinbach	-	every second week on Wednesday a.m. and p.m. alternating between Steinbach and Beausejour
The Pas/ Thompson	-	as needed (approximately 4 times a year).

ACTIVITIES OF THE BOARD

2,734 applications were received in 1988.

Throughout the Province, 285 half day hearings were held.

Decisions were made on 2,561 applications.

A total of 173 applications were either cancelled, held pending for various reasons or the suspensions had expired.

GENERAL INFORMATION

Waiver of fee was granted in 2 cases.

One application was processed by way of a written submission.

Previous appeals to this Board had been made by 491 applicants.

Full remissions were granted to 161. Of these, 58 were applicants who had operated on a restricted driver's licence for 3 years with no further involvement.

Of the applications processed, 42.3% were for alcohol related convictions/suspensions.

Out of 2,561 applications processed, 88.1% were granted restricted driving privileges. Driving privileges were denied to 5.6%. 6.3% were granted full remissions.

For complete breakdown of all applications received and processed, see the following statistical charts on page 118.

DESCRIPTIONS OF SUSPENSIONS

1. **Section 264 of the Highway Traffic Act**

   - Statutory suspensions imposed automatically on Criminal Code of Canada convictions.

   - Specific convictions referred to in this report will be impaired driving, refusal to submit to a breath test and operate a motor vehicle with blood alcohol content over .08.

   - The hearing "264 H.T.A. Other" includes such convictions as dangerous driving, leaving the scene of an accident, criminal negligence and drive disqualified.

2. **Section 273 of the Highway Traffic Act**

   - Suspensions imposed by the Registrar of Motor Vehicles on review of driving record.

3. **Section 264 and 273 of the Highway Traffic Act**

   - Combination of No. 1 and 2.

4. **Section 167 of the Highway Traffic Act**

   - Suspensions imposed by the registrar of Motor Vehicles to a probationary driver involved in accidents and/or convictions.

5. **Section 167 of the Highway Traffic Act**

   - Out of Province suspensions.

6. **Court Suspensions - Highway Traffic Act**

   - Suspensions imposed by the Courts on Highway Traffic Act convictions.

7. **Refusal to Issue by Registrar**

   - Refusal to issue driving school, instructor, automobile dealers and salesman's permits by the registrar of Motor Vehicles.

SUMMARY OF APPLICATIONS
THE LICENCE SUSPENSION APPEAL BOARD

Total Applications Received - 2,734
Total Hearings Held - 285

Disposition of Applications by Types of Suspensions

I Section 264 Highway Traffic Act

Restricted Remission	949
Full Remission	157
Applications Denied	64
Sub-Total	1170

II Section 273 Highway Traffic Act

Restricted Remission	1210
Full Remission	3
Applications Denied	70
Sub-Total	1283

III Section 264 and 273 Highway Traffic Act

Restricted Remission	11
Full Remission	1
Applications Denied	2
Sub-Total	14

IV Section 24-13 Highway Traffic Act

Restricted Remission	83
Full Remission	0
Applications Denied	6
Sub-Total	89

V Section 167 Highway Traffic Act

Restricted Remission	4
Full Remission	0
Applications Denied	1
Sub-Total	5

VI Miscellaneous

Court Suspension - Highway Traffic Act	0
Refusal to issue by Registrar	0
Applications Cancelled	92
Applications Pending	31
Suspensions Expired	50
Sub-Total	173
TOTAL	2734

Also see statistical charts MV1, MV2 MV3 MV4 and MV5.

THE MEDICAL REVIEW COMMITTEE

The Medical Review Committee provides an appeal procedure for individuals who have had their driver's licence suspended, cancelled, declassed or refused because of medical reasons.

The Committee, upon hearing an appeal, determines whether the standards as set out by The Canadian Medical Association and Manitoba Regulation 412/87 are applied in a fair and equitable manner and whether an exception to the rule may be made. The Committee may confirm, quash or vary the decisions of the registrar of Motor Vehicles. Decisions made by the Committee are final.

JURISDICTION

Section 157(4) to 157(8.1) of the Highway Traffic Act provide the authority, jurisdiction and procedures of The Medical Review Committee.

Composition

The Committee consists of six members: the Chairman (general practitioner, also acts as the specialist for alcohol and drug addiction); three members specializing in cardiology, neurology, vision; one member a general practitioner and one member a lay person (nurse). There are two alternate members that can be used in the absence of any Committee Member.

Hearing Location

The Medical Review Committee holds hearings in Winnipeg only. Hearings are scheduled as needed and are attended by the chairman, the specialist and a lay member to form a quorum.

ACTIVITIES OF THE COMMITTEE

178 applications were received in 1988: 39 for cardiology, 74 for neurology, 48 for vision and 16 for alcohol and drug abuse.

Twenty-three hearing were held: nine neurology; five cardiology; three alcohol; and six vision.

Waiver of fee was granted on one application.

For a complete breakdown of all applications received and processed, see the following statistical charts, MR1, MR2.

Motor Transport Board

STATEMENT OF PURPOSE

Under the authority and provisions of the Highway Traffic Act (Manitoba), and the Motor Vehicle Transport Act 1987 (Canada), the Motor Transport Board is responsible for general supervision and economic regulation of motor carriers, and operations of public service vehicles and commercial trucks in their relations to the general public, the railways, and to one-another intra-provincially, extra-provincially, and internationally.

GOALS & OBJECTIVES

1. To maintain a pro-active regulatory system for the supervision of motor carriers that protects and assists shippers and consignees of goods. As well as being responsible, flexible, and objective in relating to motor carriers.

2. To maintain an effective and efficient motor carrier system intra-provincially for the benefit of producers and consumers by ensuring a proper degree of competition within a regulated system.

3. To ensure that entry of further extra-provincial competitors will not likely be detrimental to the public interest, and manage an orderly transition into a deregulated environment, under provisions of the Motor Vehicle Transport Act (Canada) 1987.

4. To ensure that the laws, regulations, rules and policies governing motor transport in, into, out of and through Manitoba are realistic and practical, yet of sufficient substance to allow for effective enforcement when necessary.

5. To develop a provincial transport strategy to ensure that adequate and economic transportation services are available to all Manitobans.

6. To ensure that the health and viability of public carriers is maintained.

ACTIVITIES

1. Conducts Public Hearings to hear Applications vs Oppositions.
2. Conducts Summary Proceedings to accelerate uncontested applications, as a means of dealing with backlog.
3. Controls entry into Manitoba of the for-hire truck and bus industry.
4. Establishes and maintains the Tariff of Maximum Tolls for carriers.
5. Establishes, maintains, and controls minimum insurance and fidelity requirements.
6. Develops and establishes policy for the regulation of motor carriers.
7. Monitors actual rates and charges levied by carriers.
8. Conducts Show Cause hearings upon perceived violations of legislation, regulations, and/or Certificates of Authority.
9. Monitors the health and viability of the public service truck and bus industries in Manitoba.
10. Liaises with the public service trucking industry.

ACCOMPLISHMENTS

1. The Board is now accepting applications for Designated Commodities from all carriers regardless of their base jurisdiction.
2. In response to the new Motor Vehicle Transport Act (Canada) 1987, the public service trucking industry has inundated the Board with a huge array of applications. To deal with this situation, a Summary Procedure was developed and

implemented. This facilitated a sharp reduction in public hearings which will, from now on, be held only by Board order.

3. The Board's Director of Policy & Regulation was appointed by both Canada and Manitoba as the new Director of Transport Safety & Regulation, under the authority of the new Motor Vehicle Transport Act (1987) Canada.

4. Following the demise of Transport Route Canada Inc., the Board heard a major inter-provincial application to determine if a carrier(s) ought to replace their service between Winnipeg and Brandon to northern Manitoba points. The successful applicant, Motorways (1980) Ltd., was granted full general merchandise authority.

5. Following federal proclamation of the Motor Vehicle Transport Act (1987) Canada, the Board held a major public hearing under this new legislation. The new legislation implemented "Reverse Onus" shifting the burden of persuasion to the respondents.

APPLICATION HEARINGS

Federal proclamation of the Motor Vehicle Transport Act (Canada) 1987 put into place the initial phase of a 5 year implementation of a deregulated trucking industry, to be completed by 1992. Of significance, this initial phase implemented "Reverse Onus", which shifted the burden of persuasion to the respondents.

Manitoba's policy is to abide by the legislation, and its spirit and intent, and implement ultimate deregulation over the full 5-year implementation period. The pace of transition is made sensitive by other jurisdictions perceiving Manitoba to be too restrictive under the MVTA (1987). The Manitoba Trucking Association, in speaking for its members, criticizes Manitoba for proceeding too quickly.

This transitional period is characterized by a dramatic increase in both applications and a continuously changing complexity of their approval process. Many of these applications are a consolidation of a number of separate issues, each spawning subordinate applications, and requiring different approval processes.

The development and use of Summary Proceedings has been one way to

enable the Board to reduce scheduled public hearings to deal with opposed applications, with respondent submissions emerging in a magnitude of 6 to 1. As the various phases of deregulation are implemented, requirements and workload will continue to change substantially, making year by year comparisons difficult.

SUMMARY OF APPLICATIONS RECEIVED, PROCESSED, & APPROVED

1. PSV Applications

	Approved	Declined	Cancelled Withdrawn	Pending	Total
Extra-Provincial	168	1	2	101	272
Intra-Provincial	32	2	2	4	40
Intra/Extra Provincial	19	0	3	3	25
Corridor	35	0	-	-	35
Change of Name	9	0	-	-	9
Transfer of Authority	13	0	-	-	13
Intra-Provincial Bus	2	0	1	-	3
Intra/Extra-Provincial Bus	2	1	-	-	3
	280	4	8	108	
Docket Sub-Total					400

2. Inter-Municipal Livery

	Approved	Declined	Cancelled Withdrawn	Transfer	Total
	16	0	1	6	
Docket Sub-Total					23

3. Designated Commodities

	Approved New	Approved Extension	Cancelled	Reinstated	Other	Total
General List	162	23	44	2	2	233
Household Goods	20	40	31	3	3	97
				Extension	Name Change	
Intercorporate Exemptions	5		1	1	1	8
	187	63	75	5/1	5/1	
Docket Sub-Total						338

4. Certificates Cancelled

Non-Renewal	23	
Failing to Meet Licencing Requirements	18	
Abandonment of Service	42	
Docket Sub-Total		83
Total Dockets		844

5. Show Cause Hearings

	Calendar 1988	to June 1 1989
Hearings scheduled	42	24
Hearings held	40	17
Hearings cancelled	2	7
Failed to appear	10	11
Hearings not yet held	-	4
Revocations	10	10
Reprimands	3	0
Total fines	$ 16,750	$ 1,350
Total costs	4,600	1,150
Total fines & costs	$ 21,350	$ 2,500

REVENUE

1988-89 LICENCE YEAR

I	**PUBLIC SERVICE VEHICLES**			
	1. **P.S.V. Trucks, Trailers, Driveaways**			
	a) Manitoba Based		$2,421,701.00	
	b) Weight Increase		46,850.00	
	c) Change of Vehicle		3,442.00	
	d) P.S.V. Trucks Out-Out-of-Province based		$1,735,492.00	
	TOTAL			**$4,207,485.00**
	2. **P.S.V. Passenger Buses**			
	a) Manitoba based		$ 37,737.00	
	b) Change of Vehicle		7.00	
	c) Out-of-Province based		822.00	
	TOTAL			**$ 38,566.00**
II	**COMMERCIAL**			
	a) Manitoba based		$3,601,969.00	
	b) Weight Increases		16,548.00	
	c) Change of Vehicle		3,693.00	
	d) Commercial Trucks Out-of-Province based		197,972.00	
	TOTAL			**$3,819,182.00**
III	**LIVERIES**			
	1. Country		$ 12,491.00	
	a) Change of Vehicle		$ 17.00	
	TOTAL COUNTRY		**$ 12,508.00**	
	2. City		$ 26,839.00	
	a) Change of Vehicle		$ 72.00	
	TOTAL CITY		**$ 26,911.00**	
	TOTAL			**$ 39,419.00**

IV MISCELLANEOUS

1.	Single Trip Permits	$272,512.00	
2.	Single Trip Designated Commodities	42,406.00	
3.	Transit and Breakdown Permits	1,293.00	
4.	Limited Permits	9,619.00	
5.	Administration Fees Manitoba based	30,140.00	
6.	Canadian Agreement on Vehicle Registration Administration Fees	95,745.00	
7.	Motor Transport Board Filing and Hearing Fees and Costs	220,823.00	
8.	M.T.B. Operating Authority Fees	$ 45,650.00	
	TOTAL		$ 724,188.00
	TOTAL REVENUE		$8,827,840.00

REVENUE COMPARISON 1987/88 - 1988/89

THE HIGHWAY TRAFFIC ACT	1987/88	1988/89	INCREASE OR DECREASE
P.S.V. Freight Trucks Trailers	$4,925,774.00	$4,207,485.00	- $718,289.00
P.S.V. Passenger Buses	38,914.00	38,566.00	- 348.00
Commercial Trucks Trailers	3,793,534.00	3,819,182.00	+ 25,648.00
Inter-Municipal Liveries	39,489.00	39,419.00	- 70.00
Miscellaneous	729,101.00	724,188.00	- 4,913.00
	$9,526.812.00	$8,827,840.00	- $697,972.00

Miscellaneous revenue referred to above is further broken down as follows:

	1987/88	1988/89
Single Trip Permits*	$353,384.00	$272,512.00
Single Trip Designated** Commodities	26,980.00	42,406.00
Transit and Breakdown	1,410.00	1,293.00
Limited Permits	8,852.00	9,619.00
Administrative Fees Manitoba Based	40,136.00	36,140.00
Canadian Agreement on Vehicle Registration Administrative Fees	88,445.00	95,745.00
Motor Transport Board Filing and Hearing Fees and Costs	153,692.00	220,823.00
M.T.B. Operating Authority Fees	56,202.00	45,650.00
	$729,101.00	$724,188.00

* 9,263 # of Trips
** 1.123 # of Trips

COMPARATIVE STATEMENT OF VEHICLES REGISTERED

VEHICLES BASE-PLATED IN MANITOBA

	1987/88	1988/89
Public Service Vehicle Trucks	5,172	4,366
Public Service Vehicle Quarterly	411	345
Public Service Trailers	28	25
Public Service Vehicle Driveaways	49	60
Commercial Trucks	24,099	24,745
Commercial Trucks Quarterly		864
Commercial Trailers	1,075	1,108
Commercial Driveaways	21	18
Passenger Buses	161	162
Inter-Municipal Liveries (Incl. Limo Livery)	779	790
	31,795	32,483

VEHICLES REGISTERED UNDER CANADIAN AGREEMENT ON VEHICLE REGISTRATION

MANITOBA-BASED	1987/88	1988/89
Commercial (CT)	716	746
PSV	3,108	2,719
U-Drive	357	45
	4,181	3,510

OUT-OF-PROVINCE BASED		
Commercial (CT)	1,325	1,291
PSV	7,141	7,703
U-Drive	382	574
	8,848	9,568

CONCRETE MEDIAN BARRIER CONSTRUCTION DURING NIGHT TIME

Night time construction of Concrete Median Barrier on the North Perimeter Highway to facilitate concrete hydration and minimize traffic interference.

Taxicab Board

STATEMENT OF PURPOSE

Under the authority and provisions of the Manitoba Taxicab Act, first proclaimed in 1935, the Taxicab Board is responsible for the economic regulation and general supervision, in the public interest, over taxicabs, their owners, operators, and drivers.

GOALS & OBJECTIVES

1. To maintain a pro-active regulatory system which provides for an adequate level of supervision of the taxicab industry, protects the public interest of the citizens of Winnipeg, and is responsible, flexible, and objective as it relates to vehicles, their owners, operators, and drivers.

2. To ensure that the laws, regulations, rules and policies governing the taxicab industry in Winnipeg are realistic and practical, yet of sufficient substance to allow for effective enforcement when necessary.

3. To develop policies and strategies to ensure that adequate taxicab services are available at reasonable cost to all citizens of Winnipeg, including those with special needs. Also, to ensure a proper balance of competition within a regulated system.

4. To ensure that the health and viability of the taxicab industry is maintained, consistent with the best interests of the citizens of Winnipeg, through limiting entry to the industry and establishing a compensatory fare structure.

5. To develop a database of quality information, relative to local and national conditions, of costs and revenues of the industry, fare structures, vehicles, drivers, and owners, upon which trends can be determined, and reliable Board decisions made.

BOARD COMPOSITION

Under Section 3(2) of the Manitoba Taxicab Act, Board membership must include a member of the City of Winnipeg Council, the chief constable of the Winnipeg Police Force, and 3 other persons appointed by the Lieutenant Governor.

Following the sudden resignation in August 1988 of the Chairman, Mr. A. MacDonald, the Chairman of the Motor Transport Board, Mr. D. Norquay was invited to assume Chairmanship of the Taxicab Board. In addition to his primary duties with the MTB., Mr. Norquay agreed to accept the invitation, and was appointed Chairman effective August 10, 1988.

Current membership of the Board:

Chairman - Don Norquay
Member - Dennis Davill (Winnipeg City Police)
Member - Jae Eadie (City of Winnipeg Council)
Member - Michael Hill
Member - Surinder Sanan

ACTIVITIES

1. The Taxicab Board conducted 65 meetings, with 43 of these public meetings, to consider applications for different classes of licences, of fare increases, complaints, industry proposals, interest group(s) proposals, etc..

2. It controls, reviews, and issues taxicab driver licences. This past year 1,708 were issued, generating $25,000 in revenue.

3. The Board controls the numbers of taxicab business licences granted for the taxicab industry in Winnipeg. The number is limited to 400 at the present time. The sum of renewals and changes this past year totalled 609, generating $57,000 in revenue.

4. It controls, reviews and approves taxicab drive-yourself business licences. These amounted to 132 this past year, generating $12,550 in revenue.

5. The Board establishes, controls and maintains a fare structure; and minimum insurance requirements.

6. It develops and establishes policy for the regulation of the taxicab industry in Winnipeg; and monitors rates charges.

7. The Board monitors accessibility of transportation services for the handicapped and conducts show cause hearings upon received violations of legislation, regulation, and/or authority, or upon complaints.

8. It monitors the health and viability of the taxicab industry in Winnipeg and liaises with the taxicab industry.

ACCOMPLISHMENTS

1. In response to an application from the taxicab industry, the Board approved a fare increase marginally greater than the increase in the consumer price index.

2. The Board reviewed a report on Winnipeg's taxicab industry, contracted by the previous Board, and determined that its major conclusions were based upon unfounded assertions. As a consequence, the report was not proceeded with, on the expectation that implementation would likely be harmful to the industry.

3. In response to industry and public concerns, the Board held comprehensive Public Hearings. The hearings reviewed the financial health of the taxicab industry, level of competition, adequacy of the licence quota, impact on licence cost to new entrants, adequacy of fare structure, quality of vehicles, driver remuneration, and service to the handicapped.

4. The Board approved the placement of advertising signs on taxis in order to improve the revenue position of the licence holders.

5. The Board allowed early inspection of seasonal cars to enable operators to receive a refund of insurance premiums for an extra month.

6. With the help and participation of the industry, and other Government agencies, the Board developed and implemented a Training Program, from which 286 drivers graduated this first complete fiscal year.

SUMMARY OF ACTIVITY & REVENUE

			Notes:
1. Taxicab Driver Licences:			
92 @ $10	$ 920.00		
1,616 @ 15	24,240.00		1
		$ 25,160.00	
2. Taxicab Business Licences:			
475 Renewals @ $100	47,500.00		
55 Changes @ 100	5,500.00		
79 Changes @ 50	3,950.00		2
		56,950.00	
3. Taxicab Drive-Yourself Business Licences:			
119 @ $100	11,900.00		
13 @ 50	650.00		2
		12,550.00	
Total Revenue		$ 94,660.00	

Notes:

1. Fee changed shortly after period start.
2. Mid-year pro rata fee.

ADMINISTRATION SECTION
TABLES A1 THROUGH A14

SUMMARY OF GROSS EXPENDITURES — Table No. A1

Administration and Subsidiary	$ 33,285,530.44
Assistance	5,124,196.87
Construction	92,488,630.07
Maintenance	54,426,927.91
Mechanical Equipment Services	(3,041,145.52)
Warehouse Stores	883,177.08
Driver and Vehicle Licencing	14,333,708.04
Miscellaneous	13,487,159.48
Air and Radio Services*	2,699,628.92
Winter Truck Roads	2,702,703.82
Transportation	1,172,367.46
	$217,562,884.57

*15-8D-3 Recovered from Northern Affairs $ 593,695.66

ADMINISTRATION AND SUBSIDIARY EXPENDITURES

Table No. A2

APPROPRIATION	DIVISION	AMOUNT
15-1A & B	Executive Support	$ 433,225.58
15-1C	Administration Services	550,034.15
15-1D	Financial Services	605,859.31
15-1E	Personnel Services	765,858.11
15-1F	Computer Services	1,303,774.67
15-2C	Operations & Contracts	1,895,074.16
15-2D	Bridge Office	2,512,773.95
15-2E	Transport Compliance	1,896,529.89
15-2F	District Offices	8,401,897.68
15-3A	Planning & Design	2,074,103.39
15-3B	Surveys & Titles	988,152.60
15-4A	Management Services	133,109.18
15-4D-1	Northern Airports	2,557,598.32
15-4E	Marine Services	935,106.72
15-4F	Materials & Research	1,370,387.19
15-4G	Traffic Operations	4,076,880.54
15-4H	Air/Radio Services	1,836,514.63
15-5A	Transportation Division	948,650.37
		$33,285,530.44

AIDES TO CITIES, TOWNS, VILLAGES AND UNINCORPORATED VILLAGES AND WORK IN UNORGANIZED TERRITORY

Table No. A3

APPROPRIATION	PURPOSE	AMOUNT
15-8B	Aides to Cities, Towns, Villages and Unincorporated Villages	$1,266,062.38
	Grant equal to 50% of the cost of approved street construction projects.	
15-8C	Work in Unorganized Territory and Disorganized Municipalities	3,858,134.49
	Activity provides for construction and maintenance in Unorganized Territory on 50/50% or 100% basis depending on category of road.	
		$5,124,196.87

CONSTRUCTION

Table No. A4

APPROPRIATION	PURPOSE	AMOUNT
15-8A	Provincial Trunk Highways	$46,506,660.53
	Provincial Roads	39,114,521.62
	Yellowhead Route	6,867,447.92
		$92,488,630.07

MAINTENANCE

Table No. A5

APPROPRIATION	PURPOSE	AMOUNT
15-2A	General Maintenance on Provincial Trunk Highways	$23,371,718.75
	General Maintenance on Provincial Roads	27,369,786.87
	Miscellaneous Expenditures	
	Undistributed Retro-Active Pay	20,511.43
	Vacation & Sick Leave	3,328,852.25
	Maintenance Management	360,331.08
	Maintenance Materials Holding Account	32,056.49
	Administrative Overheads	(35,817.53)
		$54,426,927.91

MECHANICAL EQUIPMENT SERVICES
APPROPRIATION 15-4B

Table No. A6

Other Expenditures) Equipment & Tools) Building & Storage Yards)	$18,241,032.60	
Sub Total		$18,241,032.60
Less Machine Rentals		(21,282,178.12)
	TOTAL	$(3,041,145.52)

WAREHOUSE STORES
APPROPRIATION 15-4C

Table No. A7

Other Expenditures	$ 594,289.21	
Purchases	6,377,910.06	
Sub Total		$6,972,199.27
Less Recoveries		(6,089,022.19)
	TOTAL	$ 883,177.08

DRIVER AND VEHICLE LICENCING

Table No. A8

BOARDS AND COMMITTEES

APPROPRIATION	PURPOSE	AMOUNT
15-6A	Management Services	$ 4,109,628.18
15-6B	Driver Licencing and Vehicle Registration	1,936,621.59
15-6C	Safety	4,464,470.67
15-6D	M.P.I.C. Cost Sharing Agreement	2,456,060.45
15-7A	Motor Transport Board	650,942.44
15-7B	Highway Traffic Board	275,843.84
15-7C	Licence Suspension Appeal Board and Medical Review Committee	251,221.66
15-7D	Taxicab Board	188,919.21
		$14,333,708.04

MISCELLANEOUS EXPENDITURES

Table No. A9

APPROPRIATION	PURPOSE	AMOUNT
15-2G-1 & G-2	Maintenance & Construction	$ 2,079,137.75
15-8D-1B	Gravel Exploration	34,129.57
15-8D-1C	Highway Equipment	3,079,416.89
15-8D-1D	Water Bomber Contract (CL215)	146,942.87
15-8D-1E	Equipment Storage Buildings	687,175.46
15-8D-1F	Improvements to Weigh Scales	90,942.93
15-8D-1G	Ferry Landing Improvements	19,929.62
15-8D-1H	Grants - Mobility Disavantaged	30,000.00
15-8D-1J	Ferries Major Repairs	140,338.83
15-8F-1 & F-2	Bridge Timbers & Materials Stockpiled	(102,742.68)
15-8G-1 & G-2	Purchase Crushed Gravel	380,078.24
15-8E	Jobs Fund Can./Man. Churchill Agreement	6,901,810.00
		$13,487,159.48

AIRCRAFT/RADIO SERVICES
NORTHERN AIRPORTS/MARINE OPERATIONS

Table No. A10

APPROPRIATION	PURPOSE	AMOUNT
15-4D-2	Other Expenditures	$1,435,716.14
15-8D-1A	Minor Improvements to Airports	670,217.12
15-8D-2A	Airport Development * (Recoverable from Northern Affairs)	593,695.66
		$2,699,628.92*

See Table No. A1 (15-8D-3)

WINTER TRUCK ROADS,
CONSTRUCTION AND MAINTENANCE

Table No. A11

APPROPRIATION	PURPOSE	AMOUNT
15-2B-1	Winter Truck Roads	$ 144,658.38
15-2B-2	Winter Truck Roads	2,558,045.44
		$2,702,703.82

TRANSPORTATION POLICY AND RESEARCH

Table No. A12

APPROPRIATION	PURPOSE	AMOUNT
15-5B	Rural Transportation Grants for the Mobility Disadvantaged	$ 336,158.17
15-5C1 & C2	Churchill	20,677.00
15-5D-1	Transport Development	74,508.89
15-5D-2	" "	741,023.40
	TOTAL	$1,172,367.46

FINANCIAL REPORT
YEAR ENDED MARCH 31, 1989
EXPENDITURES

The following pages provide a summary report on Highways and Transportation expenditures in the fiscal year 1988/89, a comparison of actual expenditures to the amount approved by the Legislature for each appropriation and an explanation of significant expenditures to vote variances.

The 1988/89 fiscal year ended with a $3.1 million surplus in comparing actual expenditures to main estimates. The surplus is mainly attributed to a $2.5 million surplus in the construction program and $2.3 million in operating appropriations, partially offset by a $1.4 million overexpenditure in the maintenance program and $0.3 million overexpenditure in other capital projects. Significant expenditure variances are explained at the conclusion of this report.

Further expenditure detail will be found on pages providing program information. Expenditure detail is provided for variance levels as follows:

Size of Total Allotment	Level of Significance
Up to $500,000.00	Over 20%
$501,000.00 to $1,000,000.00	20%
$1,001,000.00 to $5,000,000.00	15%
$5,001,000.00 and over	10% or $2,000,000.00

TABLE NO. A13

EXPENDITURE SUMMARY
BY APPROPRIATION

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-1	Administration and Finance				
	(a) Minister's Salary	11,529	10,300	1,229	
	(b) Executive Support				
	Salaries	331,345	343,600	(12,255)	
	Other Expenditures	90,352	81,900	8,452	
	(c) Administrative Services				
	Salaries	510,649	528,400	(17,751)	
	Other Expenditures	39,385	56,100	(16,715)	1
	(d) Financial Services				
	Salaries	536,608	584,100	(47,492)	
	Other Expenditures	69,251	70,900	(1,649)	
	(e) Personnel Services				
	Salaries	660,212	677,400	(17,188)	
	Other Expenditures	105,646	88,600	17,046	
	(f) Computer Services				
	Salaries	811,813	906,700	(94,887)	
	Other Expenditures	491,962	509,200	(17,238)	
	TOTAL 15-1	3,658,752	3,857,200	(198,448)	

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-2	Operations and Maintenance				
	(a) Maintenance Program	54,426,928	53,013,800	1,413,128	
	(b) Winter Roads				
	100% Provincial	144,658	103,000	41,658	2
	Shareable	2,558,046	2,577,000	(18,954)	
	(c) Operations and Contracts				
	Salaries	1,525,756	1,594,000	(68,244)	
	Other Expenditures	369,318	340,000	29,318	
	(d) Bridges and Structures				
	Salaries	1,490,712	1,679,600	(188,888)	
	Other Expenditures	122,365	95,100	27,265	3
	Bridge Maintenance	899,697	820,000	79,697	
	(e) Transport Compliance				
	Salaries	1,556,942	1,635,700	(78,758)	
	Other Expenditures	339,588	370,300	(30,712)	
	(f) District Offices				
	Salaries	7,399,455	8,028,000	(628,545)	
	Other Expenditures	1,002,442	909,500	92,942	

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-2	Operations and Maintenance (Cont'd.)				
	(g) Other Jurisdictions				
	Gross Expenditures	3,224,990	5,690,000	(2,465,010)	4
	Less: Recoverable from Other Appropriations	(1,145,852)	(3,665,000)	2,519,148	4
	TOTAL 15-2	73,915,045	73,191,000	724,045	
15-3	Planning, Design and Land Surveys				
	(a) Planning and Design				
	Salaries	1,712,783	1,748,500	(35,717)	
	Other Expenditures	361,320	316,500	44,820	
	(b) Land Surveys				
	Salaries	819,412	875,600	(56,188)	
	Other Expenditures	168,741	166,500	2,241	
	TOTAL 15-3	3,062,256	3,107,100	(44,844)	
15-4	Engineering and Technical Services				
	(a) Management Services				
	Salaries	117,364	117,200	164	
	Other Expenditures	15,745	18,700	(2,955)	

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-4	Engineering and Technical Services (Cont'd)				
	(b) Mechanical Equipment Services				
	Salaries	7,163,942	8,100,000	(936,058)	5
	Other Expenditures	11,077,091	10,857,600	219,491	
	Less: Recoverable from Other Appropriations	(21,282,178)	(21,723,600)	441,422	
	(c) Warehouse Stores				
	Salaries	439,132	438,900	232	
	Other Expenditures	155,157	138,900	16,257	
	Purchases	6,377,910	7,500,000	(1,122,090)	6
	Less: Recoverable from Other Appropriations	(6,089,022)	(7,500,000)	1,410,978	6
	(d) Northern Airports				
	Salaries	2,557,598	2,731,100	(173,502)	
	Other Expenditures	1,435,716	1,299,400	136,316	
	(e) Marine Services				
	Salaries	544,878	544,700	178	
	Other Expenditures	390,229	413,900	(23,671)	
	(f) Materials and Research				
	Salaries	1,191,240	1,218,900	(27,660)	
	Other Expenditures	179,147	143,900	35,247	7

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-4	Engineering and Technical Services (Cont'd)				
	(g) Traffic Operations				
	Salaries	647,854	658,800	(10,946)	
	Other Expenditures	4,414,390	4,423,000	(8,610)	
	Less: Recoverable from Other Appropriations	(985,363)	(950,000)	(35,363)	
	(h) Government Air and Radio Services				
	Salaries	3,441,469	3,658,200	(216,731)	
	Other Expenditures	4,584,730	4,308,300	276,430	
	Less: Recoverable from Other Appropriations	(6,189,685)	(5,781,000)	(408,685)	
	TOTAL 15-4	10,187,344	10,616,900	(429,556)	
15-5	Transportation Policy and Research				
	(a) Transportation Policy and Research				
	Salaries	732,478	765,400	(32,922)	
	Other Expenditures	216,173	274,000	(57,827)	8
	(b) Rural Transportation Grants for the Mobility Disadvantaged	336,158	404,500	(68,342)	
	(c) Canada - Manitoba Churchill Agreement				
	Salaries	13,440	22,000	(8,560)	9
	Other Expenditures	7,237	82,000	(74,763)	10

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-5	Transportation Policy and Research (Cont'd)				
	(d) Canada - Manitoba Transportation Development Agreement				
	Salaries	74,509	99,500	(24,991)	9
	Other Expenditures	741,023	946,500	(205,477)	11
	TOTAL 15-5	2,121,018	2,593,900	(472,882)	
15-6	Driver and Vehicle Licencing				
	(a) Management Services				
	Salaries	2,095,717	2,111,600	(15,883)	
	Other Expenditures	2,013,911	1,953,800	60,111	
	(b) Licencing				
	Salaries	1,330,646	1,290,600	40,046	
	Other Expenditures	605,976	797,700	(191,724)	12
	(c) Safety				
	Salaries	3,778,989	3,867,600	(88,611)	
	Other Expenditures	685,482	664,400	21,082	
	(d) Manitoba Public Insurance Corporation Cost-Sharing Agreement	2,456,060	2,741,400	(285,340)	
	TOTAL 15-6	12,966,781	13,427,100	(460,319)	

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-7	Boards and Committees				
	(a) Motor Transport Board				
	Salaries	556,293	645,200	(88,907)	
	Other Expenditures	94,649	89,000	5,649	
	(b) Highway Traffic Board				
	Salaries	193,888	194,000	(112)	
	Other Expenditures	81,956	69,000	12,956	
	(c) Licence Suspension Appeal Board				
	Salaries	196,482	221,600	(25,118)	
	Other Expenditures	54,740	70,000	(15,260)	13
	(d) Taxicab Board				
	Salaries	158,882	158,900	(18)	
	Other Expenditures	30,037	31,100	(1,063)	
	TOTAL 15-7	1,366,927	1,478,800	(111,873)	

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-8	Expenditures Related to Capital Assets				
	(a) Construction and Upgrading of Provincial Trunk Highways, Provincial Roads and Related Projects	92,488,630	95,000,000	(2,511,370)	14
	(b) Aid to Cities, Towns and Villages	1,266,062	1,294,000	(27,938)	
	(c) Work in Local Government Districts and Unorganized Territory	3,858,135	4,300,000	(441,865)	
	(d) Acquisition/Construction of Physical Assets				
	Airports Improvements	670,217	76,000	594,217	15
	Gravel Pits	34,130	48,000	(13,870)	16
	Highways Equipment	3,079,417	3,083,700	(4,283)	
	Water Bomber Purchase	146,943	147,200	(257)	
	Highway Buildings and Storage Yards	687,176	712,800	(25,624)	
	Improvements to Weigh Scales	90,942	75,000	15,942	17
	Ferry Landing Improvements	19,930	45,000	(25,070)	18
	Rural Transportation Grants for the Mobility Disadvantaged	30,000	50,000	(20,000)	19
	Ferries	140,339	115,000	25,339	20

TABLE NO. A13

APPRO. NO.	SERVICE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
15-8	Expenditures Related to Capital Assets (Cont'd)				
	(d) Acquisition/Construction of Physical Assets (Cont'd)				
	Bridge Materials - Purchases	235,615	500,000	(264,385)	21
	Bridge Materials - Issues	(338,358)	(500,000)	161,642	21
	Crushed Gravel - Purchases	3,015,844	3,000,000	15,844	
	Crushed Gravel - Issues	(2,635,766)	(3,000,000)	364,234	
	Northern Development Agreement Canada - Manitoba				
	Airport Development	593,696	645,000	(51,304)	
	Less: Recoverable from Northern Affairs	(593,696)	(645,000)	51,304	
	(e) Canada - Manitoba Churchill Agreement	6,901,810	6,911,000	(9,190)	
	TOTAL 15-8	109,691,066	111,857,700	(2,166,634)	
	NET EXPENDITURES	216,969,189	220,129,700	(3,160,511)	

EXPENDITURE VARIANCE EXPLANATIONS
ACTUALS VS MAIN ESTIMATES

EXPLANATION NUMBER	EXPLANATION
1.	Decreased expenditures for Administrative Services - Other Expenditures due to postage costs being less than originally estimated and lower communication costs, due to vacancies in that branch.
2.	Increased expenditures in Winter Roads - 100% Provincial due to an unbudgeted contribution of $42.0 to the Shamattawa Indian Band towards extending the maintenance of a winter road by four weeks.
3.	Increased expenditures for Bridges and Structures - Other Expenditures were incurred to provide additional management and specialized function support services as a result of the 1988/89 Construction Program having increased $7.1 million over the previous year's funding level. The increased expenditures are mainly due to additional vehicle, travel and telephone costs.
4.	The decrease in gross expenditures and recoveries from Other Jurisdictions is due to a decrease in requests for services from other government departments as shown by the following:

	1988/89 ACTUAL	1988/89 ESTIMATES	OVER (UNDER) ESTIMATES
Gross Expenditures:			
Other Government Departments	1,145.9	3,665.0	(2,519.1)
Third Parties	2,079.1	2,025.0	54.1
Total	3,225.0	5,690.0	(2,465.0)
Recoveries:			
Other Government Departments	1,145.9CR	3,665.0CR	(2,519.1)CR

5. Surplus in Mechanical Equipment Services salary appropriation is attributable to two factors:

(i) This Branch experiences exceptionally high staff turnovers which in 1988/89 equated to approximately 8%.

(ii) A one time 27th pay period cost of $300.0 provided for 1987/88 fiscal year should have been deducted as a non-recurring cost in 1988/89.

EXPLANATION NUMBER	EXPLANATION
6.	The Department maintains an inventory of frequently used equipment parts and bulk purchased maintenance and construction materials. The value of materials and parts purchased in a given fiscal year generally equals more or less to the value of material and parts consumed. During the past several years, a computerized inventory control system (A.P.I.M.S.) has been implemented at various store locations throughout the province. As a consequence more efficient inventory levels have been achieved resulting in inventory reduction and increased direct purchases.
7.	Increased expenditures for Materials and Research - Other Expenditures are due to providing additional specialized supplies and services to support the increase of $7.1 million in the 1988/89 Construction Program. The increased expenditures are mainly due to additional vehicle and travel costs.
8.	Decreased expenditures for Transportation Policy and Research - Other Expenditures were due mainly to actual consulting fees being less than originally estimated.
9.	Decreased salary expenditures were due to a staff vacancy for part of the year.
10.	The Canada-Manitoba Churchill Agreement terminated March 31, 1989. Funding for 1988/89 was based on the amount available under the five year agreement. The Province has completed its major program implementation and cost-sharing responsibilities. As a result, 1988/89 expenditures for program administration and communication were lower than originally estimated due to program completion and wind-down.
11.	The Canada-Manitoba Transportation Agreement terminated March 31, 1989. Funding for 1988/89 was based on the amount available under the five year agreement. The Province has completed its major responsibilities under the agreement. As a result, 1988/89 expenditures were lower than originally estimated due to program completion and wind-down. Lower expenditures were mainly due to reduced spending by the Transportation Industry Development Advisory Committee.

EXPLANATION NUMBER	EXPLANATION
12.	Decreased expenditures for Licencing - Other Expenditures were mainly due to material and manufacturing costs for licence plate inventory being less than estimated and lower costs for advertising and forms for the Off-Road Vehicles Act.
13.	Decreased expenditures for the Licence Suspension Appeal Board - Other Expenditures were due to a reduction in the number of applications being received, resulting in lower operating costs.
14.	Underexpenditure of $2.5 million in the Construction Program is mainly due to lower costs of materials, especially asphalt products and lower tender prices from contractors.
15.	Overexpenditure in Airport Improvements is due to unplanned gravel crushing for runway upgrading of several northern airports, necessitated to keep the airstrip operational.
16.	Underexpenditure in Gravel Pits is due to initialization of computerization of gravel pit inventory resulting in reduced expenditures from field activity.
17.	Overexpenditure in Improvements to Weigh Scales is due to additional repairs to the West Hawk and Rosser scales.
18.	Underexpenditure in Ferry Landing Improvements is due to fewer repairs being required in 1988/1989 as a result of water levels being fairly constant.
19.	Decreased expenditures for capital grants for the Transportation of the Mobility Disadvantaged in rural Manitoba are due to only 3 of the 5 communities identified in the Estimates actually purchasing Handi-Vans in 1988/89.
20.	Overexpenditure in Ferries is due to providing additional life rafts on the vessel Charles Robert as recommended by Insurance and Risk Management and to complete repairs on the vessel Edgar Wood.
21.	Some bridge materials were purchased directly by the Construction Program, resulting in lower expenditures and issues in the bridge revolving account.

FINANCIAL REPORT
YEAR ENDED MARCH 31, 1989
REVENUE

The following pages provide a summary report on Highways and Transportation revenue in the fiscal year 1988/89, a comparison of actual revenues to the amount approved by the Legislature for each revenue source and an explanation of significant revenue to vote variances.

The 1988/89 revenue was under the amount budgeted for the year by $4.8 million. The reduction was primarily due to a revenue decrease of $4.0 million in automobile and motor carrier licences and fees. Significant revenue variances are explained at the conclusion of this report.

Revenue detail is provided for variance levels as follows:

Size of Revenue Account	Level of Significance
Up to $500,000.00	20%
$501,000.00 to $1,000,000.00	15%
$1,001,000.00 to $5,000,000.00	10%
$5,001,000.00 and over	5% or $2,000,000.00

TABLE NO. A14

REVENUE SUMMARY BY SOURCE

SOURCE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
Current Operating Programs:				
Other Revenue:				
(a) Automobile and Motor Carrier Licences and Fees	30,246,138	34,288,200	(4,042,062)	1
(b) Drivers' Licences	7,569,663	7,758,000	(188,337)	
(c) Licence Suspension Appeal Board	188,099	200,000	(11,901)	
(d) Municipalities Shared Cost Receipts	1,048,982	835,000	213,982	2
(e) Sundry	1,763,059	1,847,200	(84,141)	
TOTAL	40,815,941	44,928,400	(4,112,459)	
Government of Canada:				
(1) Refunds for Services	32,953	150,000	(117,047)	3
(2) Norway House Airport	157,568	175,000	(17,432)	
(3) Winter Roads	1,319,800	1,288,500	31,300	
(4) Transportation Agreement	179,232	265,000	(85,768)	4

TABLE NO. A14

SOURCE	ACTUAL $	1988/89 ESTIMATE $	VARIANCE $	EXPLANATION NUMBER
(5) National Safety Code	229,018	270,000	(40,982)	
(6) Environment Canada	235,762	--	235,762	5
TOTAL	2,154,333	2,148,500	5,833	
Revenues Related to Capital:				
Other Revenue:				
(a) Municipalities Shared Cost Receipts	681,094	925,000	(243,906)	6
(b) Sundry	484,388	600,000	(115,612)	
TOTAL	1,165,482	1,525,000	(359,518)	
Government of Canada				
(1) Indian Reserve Roads	240,000	240,000	--	
(2) Yellowhead Highway Improvement Program	3,161,464	3,500,000	(338,536)	
(3) Canadian Forces Base Shilo	75,576	77,500	(1,924)	
TOTAL	3,477,040	3,817,500	(340,460)	
TOTAL REVENUE	47,612,796	52,419,400	(4,806,604)	

TABLE NO. A14

REVENUE VARIANCE EXPLANATIONS
ACTUALS VS PRINTED ESTIMATES

EXPLANATION NUMBER	EXPLANATION
1.	Reduced revenue for Automobile and Motor Carrier Licences and Fees is due to a change in reporting for vehicle licence fees collected by The Manitoba Public Insurance Corporation, which resulted in an overstatement of 1987/88 income and an understatement of 1988/89 income.
2.	Increased revenue for Municipalities Shared Cost Receipts is due to more work done for municipalities on a request basis.
3.	Decreased revenue is due to fewer requests for services from the Government of Canada.
4.	The Department of Highways and Transportation recovers as revenue from Canada 50% of the operating expenditures for the Transportation Industry Development Advisory Committee (T.I.D.A.C.). Actual expenditures for T.I.D.A.C. were less than originally budgeted, resulting in decreased revenue.
5.	In the 1988/89 Printed Estimate, revenue from Environment Canada, Atmospheric Environment Services was reflected under Sundry Revenue. During 1988/89, a separate revenue account was established under Government of Canada. The estimated revenue was $235.0.
6.	Decreased revenue is a result of less work done on capital projects for municipalities on a request basis.

BRIDGES AND TRANSPORTATION STRUCTURES — Table No. B1

CONSTRUCTED, RECONSTRUCTED AND REPAIRED

INCLUDING OPERATION OF FERRIES

APPROPRIATIONS 15-2D-3, 15-8A & 15-2G-1

Highway	Work Order No.	Location	Description of Work	Expenditure
15-2D-3		Provincial Trunk Highways and Provincial Roads		
	0800	Bridge Yard, Winnipeg 1550 Dublin Avenue	Maintenance of Bridge Yard and Building	$ 59,370.58
	0801	Bridge Yard and Warehouse; Beausejour R.M. of Brokenhead	Maintenance of Bridge Yard and Building	7,436.79
	0802	Bridge Yard and Warehouse; Dauphin R.M. of Dauphin	Maintenance of Bridge Yard and Building	4,724.64
321	0803	Explosive Magazine Yard-Miller Road R.M. of W. St. Paul	Maintenance of Explosive Magazine and Yard	4,811.66
Various	0804	Various P.T.H.'s and P.R.'s	Bridge Maintenance, Patching of Concrete Decks, Joint Repairs, Concrete Rail Post Replacement	111,515.99
Various	0805	Various P.T.H.'s and P.R.'s	Bridge Maintenance, Painting of Bridges	233,529.55
100 & 101	0806	Various Winnipeg Perimeter Bridges	Maintenance of Bridge Slopes	13,739.29
Various	0807	Various P.T.H.'s	Inspection of Bridges and Structures	37,655.47
	0808	Various P.R.'s	Inspection of Bridges and Structures	16,970.70
	0809	Various P.R.'s	Bridge Maintenance - Installation of Lateral Restraint Rods	2,624.05
	0810	Various P.T.H.'s & P.R.'s	Bridge Maintenance General Clean Up	28,164.66
	0812	Various	Workers Compensation Costs	17,199.20

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
Various	0813	Various T.C.H. Structures	Repair and Replacement of Guardrail Panels	$ 3,286.74
16	0814	Drain, R.M. of Westbourne	Replacement of Bridge Guardrail	3,316.13
21	0815	Assiniboine River R.M. of Whitehead	Repair of Damaged Truss Members	4,790.71
26	0816	Drain in the R.M. of St. Francois Xavier	Replace Timber Pile Caps	1,854.94
305	0817	Timber Bridge	Guardrail Repairs	1,601.15
	0818	Steel Truss at the Austin Museum	Replace Truss Stringers and Deck	7,859.18
350	0819	Dead Lake Drain R.M. of Westbourne	Guardrail Repairs	657.25
250	0820	Red River Bridge in Selkirk R.M. of St. Clements	Deck Repairs and Lift Span Maintenance	20,705.21
313	0821	Lee River R.M. of Lac du Bonnet	Abutment Deck Joint Repairs	632.97
	0822	Lee River R.M. of Lac du Bonnet	Abutment Girder Joint Repairs	1,374.92
	0823	Dublin Yard	Repair of Barges	11,634.92
344	0824	Souris River R.M. of Oakland	Repair of Steel Truss Members	12,838.24
T.C.H. 1W.	0825	Assiniboine River R.M. of Portage la Prairie	Repair of Damaged Bridge Hubrail	982.39
254	0826	Assiniboine River R.M. of Sifton	Repairs to Bridge Piers and Railing	18,315.44
221	0827	Sturgeon Creek Drain R.M. of Rosser	Repairs to Bridge Guardrail	142.97
10	0828	Souris River R.M. of Whitewater	Repairs to Concrete Abutments	12,637.12

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
373	0829	Minago River Unorganized Territory	Restoration of the Approach Fills	$ 42,721.36
44	0830	Devil's Creek R.M. of Brokenhead	Endwall Fill and Slope Restoration	5,659.33
313	0831	Winnipeg River R.M. of Lac du Bonnet	Expansion Joint Repairs	1,461.63
248	0832	Assiniboine River R.M. of Cartier	Guardrail Repairs	712.27
205	0833	Red River at Aubigny	Pier Repairs	6,198.75
8	0834	Grassmere Drain R.M. of W. St. Paul	Repairs to Ballast Walls	2,538.94
100 & 59N.	0835	Interchange Structure	Repair of Drains and Concrete Slope Work	29,808.19
334	0836	Assiniboine River at Headingley City of Winnipeg	Repairs to Deteriorated Deck	1,017.89
6	0837	Saskatchewan River L.G.D. of Grand Rapids	Substructure Repairs	13,310.50
75	0838	Red River R.M. of Montcalm	Repairs to Hanger Pin	779.47
248	0839	Norquay Channel R.M. of Dufferin	Concrete Repairs to Pile Cap	4,304.21
5	0840	Turtle River R.M. of Ste. Rose	Repair to Concrete Pier	8,932.10
Various	0841	Various P.R.'s	Repairing Heaved Timber Pile Bents	65,244.40
23 & 332	0842	Drains near Roland and Rosenfeld R.M. of Roland and Rhineland	Guardrail Repairs	2,592.23
332	0843	Burnett Drain R.M. of Morris	Guardrail Repairs	1,652.46
506	0844	Whitemouth River L.G.D. of Reynolds	Level Bridge Superstructure	20,779.53

Highway	Work Order No.	Location	Description of Work	Expenditure
Various	0845	Various Structures	Banding Cracked Stringers	$ 3,216.77
9	0846	Willow Creek and a Drain, R.M. of Gimli	Guardrail Replacement	8,341.56
	0847	Mechanical Equipment Rental		52.80
			Maintenance	859,697.25
Ferries				
340	0811	Treesbank Ferry over Assiniboine River R.M. of South Cypress	Operation and Maintenance of Ferry	40,000.00
			15-2D-3 Total	899,697.25
15-8A Provincial Trunk Highways				
1	8933	Overpass over P.R. No. 459, R.M. of Whitehead	Reinforced Concrete Rigid Frame Overpass	49,099.69
50	8934	Access Crossing R.M. of McCreary	Bridge Construction	3,378.87
	8935	Access Crossing R.M. of McCreary	Bridge Construction	3,706.31
	8936	Access Crossing R.M. of McCreary	Bridge Construction	3,659.38
10	8937	Access Crossing R.M. of Minto	Bridge Construction	4,983.13
75	8938	Roberts Drain East Access Road R.M. of Morris	Bridge Construction	45,649.65
59	8939	Roseau River Bridge R.M. of Franklin	Bridge Construction	194,753.99
4	9046	Pedestrian Underpass R.M. of St. Andrews	Reinforced Concrete Underpass Construction	65,072.19
15	9125	Grade Separation over Greater Winnipeg Floodway R.M. of Springfield	Bridge Deck Repairs and Resurfacing	541,789.70
1	9127	Overpass at P.T.H. 100 & 101 City of Winnipeg	Consulting Services	44,999.79

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
1	9128	Valley Road Overpass West of Brandon over P.R. 459 R.M. of Whitehead	Consulting Services Load Rating of Structure	$ 14,881.89
	9129	C.N.R. Overpass on Portage la Prairie By-pass, R.M. of Portage la Prairie	Consulting Services Load Rating of Structure	17,073.13
100	9130	C.N.R. Overpass, Letellier Subdivision City of Winnipeg	Consulting Services Load Rating of Structure	58,000.00
5	9131	Turtle River Bridge R.M. of Ste. Rose	Consulting Services Load Rating of Structure	35,510.23
2	9153	Boyne River R.M. of South Norfolk	S.P.C.S.P. Culvert Extension	31,404.61
75	9154	LaPointe Coulee R.M. of Ritchot	Three Culvert Installations	183,832.10
1	9155	Assiniboine River R.M. of Whitehead	Bridge Construction	1,036,334.16
23	9157	Drains R.M. of Lorne	Two Precast Concrete Culvert Installations	209,542.36
5 & 10	9162	Mineral Creek R.M. of Gilbert Plains	Reinforced Concrete Box Culvert Construction	213,905.87
75	9167	Roberts Drain R.M. of Morris	Reinforced Concrete Box Culvert Construction	155,735.98
7	9184	Boundary Drain, Bass Drain & Peliuk Drain L.G.D. of Armstrong	Construction of Three Reinforced Concrete Box Culverts	189,740.88
75	9186	Drain West Service Road, R.M. of Morris	Bridge Construction	28,950.69
39	9190	Hayward Creek E.D. of Flin Flon	S.P.C.S.P. Culvert Installation	51,515.54
4	9192	Red River Bridge R.M. of St. Clements & St. Andrews	Electrical Installation for Lighting	8,181.93

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
59N	9197	Devil's Creek R.M. of St. Clements	Bridge Construction	$ 372,651.43
59S	9206	Joubert Creek R.M. of DeSalaberry	Bridge Construction	147,311.03
75	9217	Red River at Emerson R.M. of Montcalm	Bridge Construction	55,111.80
21	9221	Assiniboine River R.M. of Woodworth	Consulting Engineering Services	18,416.98
8	9222	Wavey Creek R.M. of St. Andrews	Bridge Construction	107,779.33
59S	9227	Roseau River R.M. of Franklin	Bridge Demolition	49.44
Yellowhead Route				
16	9815	Drains (3) R.M. of Langford	S.P.C.S.P. Culvert Extensions	41,739.65
	9819	Arrow River R.M. of Shoal Lake	Reinforced Concrete Box Culvert Construction	144,462.75
1	9821	Overpass at Junction of P.R. 240 R.M. of Portage la Prairie	Consulting Engineering Services	29,137.73
Miscellaneous				
	8915	Various	General Engineering	18,354.20
	8916	Various	Sub Surface Soil Exploration	76,189.73
			Provincial Trunk Highways	4,202,906.14
15-8A Provincial Roads				
507	1518	Whitemouth River L.G.D. of Reynolds	Bridge Construction	55,420.90
391	1519	Churchill River E.D. of Churchill	Deck Modifications & Resurfacing	250,520.90
305	1583	Barnsley Drain R.M. of Dufferin	Bridge Construction	1,921.80

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
234	1636	Washow Bay Drain R.M. of Bifrost	Bridge Construction	$ 33,361.22
366	1775	Roaring River R.M. of Swan River	S.P.C.S.P. Culvert Installation	67,285.26
391	1887	Burntwood River E.D. of Thompson	Bridge Deck Repairs and Resurfacing	260,132.97
327	1888	Sumpton Creek E.D. of The Pas	S.P.C.S.P. Culvert Extensions	29,908.75
523	1889	Clubb Coulee Drain R.M. of Morris	S.P.C.S.P. Culvert Installation	41,313.35
Main Market	1890	Fisher River L.G.D. of Fisher	Bridge Construction	107,238.76
261	1896	North Ditch P.R. 261 R.M. of Glenella	Bridge Construction	9,760.43
700	1903	Brandon Eastern Access & C.P.R. Mainline	Consulting Engineering Services	23,011.37
Shoal River Road	1906	Bell River E.D. of The Pas	Bridge Construction	139,295.70
254	1907	Birdtail Creek R.M. of Rossburn	Bridge Construction	66,579.15
Shoal River Road	1908	Steeprock River L.G.D. of Mountain	Bridge Construction	162,856.77
338	1915	Tobacco Creek R.M. of Thompson	Bridge Construction	66,017.03
481	1916	Natural Drain E.D. of Ste. Rose	Bridge Construction	62,231.18
373	1918	Minago River E.D. of Rupertsland	Consulting Engineering Services	32,093.63
359	1922	Birdtail Creek R.M. of Rossburn	Bridge Construction	136,558.74
304	1927	Winnipeg River at Pine Falls L.G.D. of Alexander	Consulting Services Load Rating Structure	19,333.95

Table No. B1

Highway	Work Order No.	Location	Description of Work	Expenditure
340	1928	Assiniboine River R.M. of Oakland	Bridge Construction	$1,028,804.84
240	1929	Tobacco Creek R.M. of Thompson	Installation of Three Precast Concrete Culverts	186,701.39
488	1935	Natural Drain R.M. of Swan River	Culvert Installation	25,666.69
313	1943	Winnipeg River R.M. of Lac du Bonnet	Consulting Services Load Rating of Structure	575.93
254	1944	Assiniboine River R.M. of Sifton	Consulting Engineering Services	16,379.92
336	1946	Boyne Channel R.M. of Morris	S.P.C.S.P. Installation	29,585.49
261	1952	North Ditch R.M. of Glenella	Bridge Construction	46,020.06
275	1953	South Access's to P.R. 275 R.M. of Swan River	Bridge Construction	100,815.92
485	1954	Burres and Minitonas Creeks R.M. of Swan River	Bridge Construction	184,521.54
481	1957	Crane River E.D. of Ste. Rose	Installation of Guardrail	3,360.02
Miscellaneous				
	1513	Various	General Engineering	107,055.35
	1514	Various	Sub Surface Soil Investigation	69,726.39
			Provincial Roads	3,364,055.40
15-2G-1 Provincial Trunk Highways				
6	ACN 013	Fishline Drain L.G.D. of Grahamdale	Reinforced Concrete Box Culvert Installation	118,621.88

Table No. B1

Highway No.	Work Order No.	Location	Description of Work	Expenditure
Appropriation Summary				
15-2D-3		Maintenance	$ 859,697.25	
		Ferries	40,000.00	
			899,697.25	$ 899,697.25
15-8A		P.T.H.	4,202,906.14	
		P.R.	3,364,055.40	
			7,566,961.54	7,566,961.54
			GRAND TOTAL	$ 8,466,658.79

Table No. C1

HIGHWAY CONSTRUCTION SUMMARY
KILOMETRES OF WORK COMPLETED
VARIOUS APPROPRIATIONS

	Grading	Gravel-ling	Base Course	Bituminous Pavement	Asphalt Surface Treatment	Seal Coat	Calcium Chloride	Concrete Pavement
Provincial Trunk Highways (Table No. C2)	137.4	120.2	101.7	196.8	47.6	419.0	27.0	11.7
Provincial Roads (Table No. C3)	432.8	339.1	162.6	61.3	143.6	41.0	1,103.1	-
	570.2	459.3	264.3	258.1	191.2	460.0	1,130.1	11.7

Table No. C2

HIGHWAY CONSTRUCTION
PROVINCIAL TRUNK HIGHWAYS
APPROPRIATION 15-8A

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
1	8942	East of Assiniboine River Valley--PTH 1A R.M. of Whitehead 5.3 km	Grade	$ 75,911.83
	8943	West Jct. PTH 83--PR 441 R.M. of Wallace 16.0 km	Bituminous Pavement	1,149,272.90
	8944	E Side Assiniboine River-W of 18th Street (Brandon) R.M. of Whitehead, Elton & Cornwallis 8.2 km	Grade Gravel	944,574.94
	8949	East Junction PTH 26--West of Headingley Scale R.M. of St. Francois Xavier & City of Winnipeg 6.3 km	Bituminous Pavement	546,704.44
	8956	PTH 100--Plessis Road Connection R.M. of Springfield 3.7 km	Right-of-Way	139,403.14
	8973	PTH 100 at PTH 1 City of Winnipeg	Manufacture & Install Guide Signs	763.16
	9053	PTH 1 & PR 334 City of Winnipeg	Install Traffic Control Devices	2,822.98
	9054	End of 4 Lane--East District Boundary Unorganized Territory 18.3 km	Seal Coat (18.3 km)	159,278.53
	9072	18th St (Brandon)--PTH 1A (at Kemnay) R.M. of Whitehead, Elton & Cornwallis 8.5 km	Right-of-Way	5,269.00
	9074	PTH 1A & 8th Avenue W. City of Portage la Prairie	Traffic Signal Modifications	13,618.24
	9102	Oak Lake By-Pass R.M. of Sifton 5.4 km	Right-of-Way	3,070.21
	9103	Routledge--Virden Oak Lake--Virden R.M. of Sifton, Woodworth & Wallace 21.0 km	Preliminary Engineering	21,052.96

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
1	9126	West of Ontario Boundary --E of W Junction PR 301 Unorganized Territory 0.5 km	Grade Slope Repairs	$ 89,204.69
	9135	East & West of West Jct. PR 301 Unorganized Territory 6.4 km	Preliminary Engineering	370.56
	9138	PTH 1A: At Portage la Prairie City of Portage la Prairie	Revise Railway Crossing Signals	9,395.33
	9143	PTH 5--E. Jct. PR 351 R.M. of North Cypress 17.4 km	Bituminous Pavement (17.4 km)	683,173.17
	9147	East of First St. & West of 18th St. City of Brandon	Manufacture & Install Overhead Signs	22,779.09
	9148	East of PR 350--West of PTH 34 R.M. of North Norfolk 17.2 km	Seal Coat (17.2 km)	83,786.19
	9189	Portage By-Pass: PTH 26--East of PR 240 R.M. of Portage la Prairie 7.2 km	Bituminous Pavement (7.2 km)	11,767.97
	9202	Brandon: East of First St. --West of 18th St. R.M. of Elton, Cornwallis & City of Brandon 4.4 km	Preliminary Engineering	22,124.88
	9216	1.6 km E of PR 350-- 5 km W of PR 351 R.M. of North Norfolk & North Cypress 35 km	Seal Coat (35 km)	116,612.67
	9219	East of Portage La Prairie R.M. of Portage la Prairie	Upgrade Railway Crossing	11,000.00
	9220	Oak Lake--Routledge R.M. of Sifton	Right-of-Way	125,005.00
	9226	West of PTH 100-- Plessis Road R.M. of Springfield 4.3 km	Grade	147,585.55
	9230	Saskatchewan Avenue (5th St. E. - 4th St. W.) City of Portage la Prairie 1.1 km	Bituminous Pavement	23,750.00

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
2	8940	PR 244--West Boundary R.M. of South Norfolk 17.3 km	Right-of-Way	$ 75,130.06
	8945	PTH 10 East--PTH 18 R.M. of Oakland & South Cypress 24.1 km	Grade	475,127.91
	9027	PR 240 (At St. Claude) --PR 244 (At Rathwell) R.M. of Grey & South Norfolk 15.4 km	Bituminous Pavement Gravel	21,259.66
	9097	PR 244--West Boundary R.M. of South Norfolk 17.2 km	Grade (17.2 km) Base Course (17.2 km)	1,064,683.55
	9146	PR 244--West Boundary R.M. of South Norfolk	Concrete Culverts	261,489.76
	9185	N of Section 19-9-1W R.M. of Macdonald	Clearing Drainage	3,520.26
	9208	PTH 22--W Jct PTH 21 R.M. of Glenwood & Sifton 37.0 km	Seal Coat (37.0 km)	31,543.95
	9210	E Bdry R.M. of Victoria--PR 342 R.M. of Victoria 24.2 km	Preliminary Engineering	3,044.77
	9213	In Town of Souris: Jct. of PTH 22 R.M. of Glenwood 1.5 km	Preliminary Engineering	4,495.10
2 & 3	9177	At Junction PTH 3 Rem Scale & Restor Median R.M. of Macdonald	Remove Scale Pit & Restore Median	5,694.52
3	9023	Brunkild--3 km West R.M. of Macdonald 3.0 km	Seal Coat (3.0 km)	24,235.03
	9096	North Jct. PTH 18-- West Jct. PR 346 R.M. of Turtle Mountain 16.1 km	Base Course (16.1 km) A.S.T. (16.1 km)	844,824.46
	9158	PR 434--PR 240 R.M. of Stanley & Pembina 16.3 km	Bituminous Pavement (16.3 km)	333,954.69
3 & 14	9030	East of PTH 32--East Limit of Morden R.M. of Stanley 13.2 km	Preliminary Engineering	7,538.00

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
4	8969	PR 320--North Jct PTHs 9 & 9A R.M. of St. Andrews & Town of Selkirk 4.2 km	Grade Gravel	$ 255,853.04
	8985	West of PR 320 (West Bridge Approach) R.M. of St. Andrews 1.3 km	Grade	14,326.55
	9003	New Red River Crossing R.M. of St. Andrews	Right-of-Way	50,847.09
	9004	PR 508--PTH 59 R.M. of St. Clements 2.7 km	Grade	4,912.86
	9005	West of PR 508 (East Bridge Approach) R.M. of St. Clements 0.7 km	Grade	10,620.78
	9142	PTH 59--PTH 9 R.M. of St. Andrews & Town of Selkirk 8.9 km	Base Course (8.9 km) A.S.T. (8.9 km)	1,252,353.18
5	8966	PR 584--Easterly R.M. of Hillsburg & Grandview 20.0 km	Bituminous Pavement (20.0 km)	1,010,851.91
	9010	Vicinity of Timberton Access Road R.M. of Grandview	Sub-Surface Drainage	12,957.70
	9083	Section 9 & 10-18-15W. Vicinity of Riding Mountain R.M. of Rosedale	Install Bridge	1,415.41
	9136	Whitmore Avenue--Vicinity of 4th Avenue South R.M. of Dauphin & Town of Dauphin 6.0 km	Preliminary Engineering	11,296.47
	9161	West of Dauphin North Jct. PTH 5 & 10 R.M. of Gilbert Plains	Grade	44,744.87
	9181	PTH 5:PTH 10--PTH 20 PTH 83:PTH 5--N Dist Bdry R.M. of Shell River, Dauphin & Ochre River 48.0 km	Seal Coat (48.0 km)	67,628.86

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
5 & 10	8964	West of Dauphin--North Jct PTH 10 R.M. of Dauphin & Gilbert Plains & Town of Dauphin 17.4 km	Preliminary Engineering	$ 7,864.92
	9008	West of Dauphin--North Jct PTH 10 R.M. of Dauphin, Gilbert Plains & Town of Dauphin 17.4 km	Right-of-Way	13,578.20
5 & 10A	8975	PTH 5A & 10A Town of Dauphin	Install Route Markers	1,044.35
6	8967	Grand Rapids Drive--Northerly Unorganized Territory 24.8 km	Grade (24.8 km) Gravel (24.8 km)	757,138.72
	9035	Mile 64-Mile 77 Gypsumville--North Unorganized Territory 20.8 km	Seal Coat (20.8 km)	91,283.48
	9036	24.8 Km North of Grand Rapids Drive--North Unorganized Territory 24.8 km	Preliminary Engineering	33,101.13
	9037	Camper--Grahamdale R.M. of Siglunes & L.G.D. of Grahamdale 41.0 km	Seal Coat (41.0 km)	246,623.44
	9077	Ponton--PR 610 (Wabowden Access) Unorganized Territory 47.3 km	Preliminary Engineering	1,089.91
	9118	Ponton--Manibridge Mine Access Unorganized Territory 19.5 km	Bituminous Levelling	69,923.29
	9119	Manibridge Mine Access --Wabowden Unorganized Territory 24.8 km	Bituminous Levelling	39,989.01
	9120	South Soab Mine Access--Pipe Lake Mine Access L.G.D. of Mystery Lake 35.9 km	Bituminous Levelling	118,869.30

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
6	9137	North of Williams River Unorganized Territory	Grade Gravel	$ 934.35
	9212	km66--km87 North of PR 513 Unorganized Territory 21.0 km	Seal Coat	32,833.64
6 & 391	9121	Pipe Lake Mine Access-- Thompson Airport L.G.D. of Mystery Lake & City of Thompson 42.4 km	Bituminous Levelling Drainage	120,915.50
6, 39 & 391	9149	Various Locations Permafrost Study Unorganized Territory & L.G.D. of Mystery Lake 160.0 km	Preliminary Engineering	21,247.88
7	8976	PR 229--North Jct. PR 231 L.G.D. of Armstrong 18.2 km	Grade Gravel	928,816.18
	9040	PR 229--North Jct. PR 231 L.G.D. of Armstrong 18.2 km	Right-of-Way	15,356.98
	9049	South of PR 324--PTH 68 R.M. of Bifrost & L.G.D. of Armstrong 12.6 km	Preliminary Engineering	343.55
	9060	North Jct PR 231-- South of PR 324 L.G.D. of Armstrong 22.0 km	Preliminary Engineering	1,796.84
	9171	At PTH 101 Interchange R.M. of Rosser	Grade	1,478,483.96
8	8970	PTH 67--PR 515 R.M. of St. Andrews 11.7 km	Grade Base Course	28,008.61
	8977	PR 229--PR 324 R.M. of Gimli 37.0 km	Preliminary Engineering	10,414.41
	8978	Thru Hecla Prov Park:East Of Causeway-Gull Harbour Unorganized Territory 45.4 km	Preliminary Engineering	3,230.50
	8979	Thru Hecla Prov Park: East of Causeway-- Section 21-24-6E Unorganized Territory 18.2 km	Grade (7.3 km) Gravel (7.3 km)	9,390.76

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
8	8980	East of Park Gate--Maintenance Compound Unorganized Territory 19.8 km	Grade (7.5 km) Gravel (7.5 km)	$ 292,988.27
	8981	Hecla Provincial Park Gate--N.E. 21-24-6E. Unorganized Territory 18.0 km	Base Course A.S.T.	536,337.70
	8984	PR 515--PR 229 R.M. of St. Andrews 30.7 km	Right-of-Way	24,512.99
	9047	Thru Hecla Provincial Park: Sec. 21-24-6E--Gull Harbour Unorganized Territory 15.3 km	Right-of-Way	2,124.00
	9048	PR 229--Minerva Road R.M. of Gimli 11.6 km	Grade Gravel	43,396.21
	9057	PR 229--PR 324 R.M. of Gimli 37.0 km	Right-of-Way	3,186.24
	9091	North of PTH 67--North of PR 515 R.M. of St. Andrews 11.7 km	Concrete Pavement (11.7 km)	3,071,559.22
	9113	Park Gate--Gull Harbour Unorganized Territory & Hecla Provincial Park 22.5 km	Calcium Chloride (22.5 km)	46,447.81
	9188	Wavey Creek Bridge R.M. of St. Andrews	Bridge Detour	3,575.15
9	8957	South of PTH 101--Little Britain Road R.M. of West St. Paul & St. Andrews 18.7 km	Preliminary Engineering	13,614.65
	8982	North Limit Winnipeg Beach--PR 231 R.M. of Gimli & Town of Winnipeg Beach 26.0 km	Preliminary Engineering	4,519.66
	9050	North Limit Winnipeg Beach--PR 231 R.M. of Gimli 16.0 km	Right-of-Way	438.25
	9175	Former Lower Fort Farms Property R.M. of St. Andrews	Right-of-Way	2,915.60

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
9	9204	N.W. 1/4 15-16-4E. R.M. of St. Andrews	Right-of-Way	$ 19,250.54
	9218	South of PTH 101--Little Britain Road R.M. of West St. Paul & St. Andrews 18.7 km	Right-of-Way	2,012.89
10	8946	Assiniboine River Bridge --C.P.R. Overpass City of Brandon 0.8 km	Bituminous Pavement	89,628.45
	8951	Red Deer River--Overflowing River R.M. of Swan River & Unorganized Territory 36.2 km	Preliminary Engineering	16,021.71
	8968	East of West Bakers Narrows --N. of Flin Flon Airport Unorganized Territory	Rock Embankment Base Course	356,305.19
	8986	South Jct PTH 23--North District Boundary R.M. of Whitewater	Seal Coat	91,258.83
	8987	PTH 2--South District Boundary R.M. of Oakland 6.0 km	Seal Coat (6.0 km)	33,827.58
	8989	Maryland Ave--Maple Ave City of Brandon 3.5 km	Seal Coat (3.5 km)	74,527.85
	9019	PTH 77--Red Deer River L.G.D. of Mountain & Unorganized Territory 17.7 km	Preliminary Engineering	4,824.56
	9020	North of Bell River L.G.D. of Mountain	Drainage Improvements	6,590.09
	9052	Minnedosa By-Pass R.M. of Odanah & Minto	Seal Coat	8,273.71
	9182	City of Brandon	Install Traffic Signal Controllers	38,818.57
	9196	18th St. & Queens Avenue City of Brandon	Install Traffic Signals	9,875.29
	9214	At Junction PTH 3 R.M. of Morton 0.8 km	Right-of-Way	1,500.00
	9215	Vicinity of Souris River R.M. of Whitewater 2.2 km	Right-of-Way	4,125.00

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
10A	9078	In Swan River: 2nd St N--North Jct PTH 10 R.M. of Swan River 3.9 km	Preliminary Engineering	$ 554.56
	9159	In Swan River: Main Street--North Jct PTH 10 R.M. of Swan River 4.2 km	Right-of-Way	424.96
10 & 16	9169	South Junction PTH 16--North Junction PTH 16 R.M. of Minto & Odanah 7.7 km	Bituminous Pavement (7.7 km)	133,165.02
11	9187	PR 506--S. Jct. PTH 44 R.M. of Whitemouth 15.5 km	Grade (15.5 km) Gravel (15.5 km)	171,011.51
12	8953	North of PTH 1--North Boundary R.M. of Tache 9.4 km	Right-of-Way	7,851.47
	9134	North of PR 435: In Section 24-14-7E R.M. of Brokenhead	Drainage	52,627.55
13	9031	South District Boundary--Northerly The City of Winnipeg 3.2 km	Seal Coat (3.2 km)	11,673.32
	9132	PTH 1W.--Southerly Vicinity of Oakville R.M. of Portage la Prairie 14.1 km	Bituminous Pavement (14.1 km)	526,249.89
13 & 245	9022	Elm Creek North & South R.M. of Dufferin & Grey 36.0 km	Seal Coat (36.0 km)	180,463.36
14	9025	PTH 75--PTH 30 R.M. of Montcalm & Rhineland 16.7 km	Preliminary Engineering	758.39
	9026	PTH 75--PTH 30 R.M. of Montcalm & Rhineland 16.7 km	Right-of-Way	54,212.44
15	9180	PTH 12 Easterly R.M. of Springfield 20.0 km	Seal Coat	38,033.28

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
15 & 11	9093	Elma--PR 506 PTH 11--Contour R.M. of Whitemouth & L.G.D. of Reynolds 12.6 km	Base Course (12.6 km) A.S.T. (12.6 km)	$ 612,788.00
16	8962	West of East Jct PR 466-- South Jct PTH 10 R.M. of Odanah 23.8 km	Bituminous Pavement Grade	263,271.67
	9166	PTH 10--PR 250 R.M. of Minto, Saskatchewan & Harrison 24.5 km	Preliminary Engineering	19,320.22
16 & 617	8963	Vicinity of Newdale R.M. of Harrison 0.5 miles	Grade Bituminous Pavement	58,021.68
17	9141	PTH 8--PTH 9 R.M. of St. Andrews 4.9 km	Preliminary Engineering	12,659.61
19	9114	PTH 5--Riding Mountain National Park R.M. of McCreary 4.5 km	Calcium Chloride (4.5 km)	6,521.38
20	9012	PTH 5--Dauphin Beach R.M. of Ochre River 12.4 km	Right-of-Way	26,702.68
	9013	South Junction PTH 20A-- N.E. Corner 14-26-19W. R.M. of Dauphin 13.0 km	Bituminous Pavement	895,289.32
20A	9000	PTH 20--Mountain Road Town of Dauphin 1.9 km	Seal Coat (1.9 km)	21,736.67
	9145	Bond Street--North Junction of PTH 20 R.M. of Dauphin 1.4 km	Bituminous Pavement (1.4 km)	76,552.02
21	8947	Assiniboine River Bridge R.M. of Whitehead 1.3 km	Right-of-Way Bridge Survey Legal Survey	35,251.20

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
23	9024	Deerwood--PR 431 R.M. of Thompson & Lorne 14.8 km	Grade Gravel	$ 14,283.04
	9055	Deerwood--PR 431 R.M. of Lorne	Bridge Detour	18,840.60
	9056	Deerwood--PR 431 R.M. of Lorne	Bridge Detour	21,381.33
	9085	West Jct. PR 336 - Morris R.M. of Morris 24.6 km	Bituminous Pavement (24.6 km)	1,884,513.23
	9123	PR 431--PTH 34 R.M. of Lorne 18.8 km	Right-of-Way	3,203.89
	9164	Deerwood--PR 431 R.M. of Lorne & Thompson 14.8 km	Bituminous Pavement	16,656.46
	9232	PTH 21--PTH 10 R.M. of Cameron & Whitewater 36.2 km	Seal Coat (36.2 km)	203,887.19
24	9231	PR 270--PTH 21 R.M. of Saskatchewan, Hamiota & Blanshard 40.3 km	Seal Coat (40.3 km)	216,669.03
26	9079	E. Jct. PTH 1W-- W. Jct of PR 248 R.M. of St. Francois Xavier 24.16 km	Preliminary Engineering	537.00
	9080	E. Jct. PTH 1-- W. Jct. PR 248 R.M. of St. Francois Xavier 24.16 km	Right-of-Way	1,657.57
29 & 75	9106	At PTH 75 R.M. of Montcalm	Manufacture & Install Sign Structure & Guide Signs	10,080.95
31	9028	At Pembina River Crossing R.M. of Pembina	Dike Construction Guide Bank Rip-Rap	2,926.99
32	9029	In Town of Winkler: South of PTH 14 R.M. of Stanley	Structure	554.78

Table No. C2

Highway No.	Work Order	Location of Project	Nature of Work (km completed)	Expenditure
34	8941	US Border--South Junction PTH 3 R.M. of Louise 9.0 km	Base Course A.S.T. Grade	$ 66,281.33
	9207	N Jct PTH 3--PTH 2 R.M. of Louise, Lorne & Victoria	Seal Coat	85,584.21
39	9115	Sec. 3: Km 55--Km 101.5 Unorganized Territory 46.0 km	Bituminous Levelling	164,675.01
	9116	Sec 4: 101.5km--123.7km Town of Snow Lake 21.7 km	Bituminous Levelling	31,647.61
	9117	Sec. 5: 123.2km--164.3km Unorganized Territory 41.1 km	Bituminous Levelling	179,341.66
	9144	70.7 Km East of PTH 10--PR 392 (Snow Lake Jct) Town of Snow Lake & Unorganized Territory 50.0 km	Grade (50.0 km) Gravel (50.0 km)	1,467,717.78
	9176	East of PR 392 (Wekusko Jct)--PTH 6 Unorganized Territory 41.8 km	Preliminary Engineering	688.83
	9228	Jct PR 392(Snow Lake)--East Town of Snow Lake & Unorganized Territory 34.0 km	Seal Coat (34.0 km)	224,059.06
41	8960	South of PR 545--West of Assiniboine River R.M. of Ellice 4.8 km	Right-of-Way	5,756.71
	8961	South of PR 545--West of Assiniboine River R.M. of Ellice 4.8 km	Grade Gravel	62,462.61
44	8971	East of PTH 59--West of Garson R.M. of St. Clements 14.5 km	Bituminous Pavement (5.2 km)	255,390.65
	8972	East of PTH 59--East of Beausejour Access (PR 601) R.M. of St. Clements & Brokenhead 26.0 km	Preliminary Engineering	16,967.35

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
44	9015	East of PTH 59-- West of Garson R.M. of St. Clements 9.0 km	Grade	$ 15,015.69
	9034	East of PTH 59-- West of Garson R.M. of St. Clements & Brokenhead 26.0 km	Right-of-Way	151,820.43
	9092	East of PTH 59-- West of Garson R.M. of St. Clements	Bituminous Pavement	1,607,817.10
	9112	West of Garson--East of West Junction PTH 12 R.M. of St. Clements & Brokenhead Village of Brokenhead 7.6 km	Right-of-Way	352,857.46
	9139	West of Garson--East of West Jct. PTH 12 R.M. of Brokenhead, St. Clements & Village of Garson 7.6 km	Right-of-Way	712,172.11
44 & 59	8974	PTH 59 at PTH 44 R.M. of St. Clements	Manufacture & Install Guide Signs	9,933.66
45	9193	PTH 10--PR 250 R.M. of Harrison 17.4 km	Bituminous Pavement (17.4 km)	15,237.16
50	9066	PTH 16--Langruth R.M. of Lakeview & Westbourne 25.5 km	Base Course (25.5 km) Bituminous Pavement (25.5 km)	8,008.58
52	9002	McKenzie Ave. in Steinbach East Bndy R.M. of Hanover-- West Limit of Steinbach Town of Steinbach 4.8 km	Preliminary Engineering	87,799.09
	9107	Thru Steinbach: At Hespeller Street Town of Steinbach	Reconstruction	247,710.56
59	8988	Southbound Lanes: Birds Hill Park--PTH 101 R.M. of East St. Paul & St. Clements	Seal Coat	181,760.87

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
59	9017	North of PR 201: At Roseau River R.M. of Franklin 10.0 km	Bridge Approaches	$ 188,741.49
	9075	PR 317--PTH 4 R.M. of St. Clements 28.0 km	Seal Coat (28.0 km)	200,230.20
	9173	At Prairie Grove Road R.M. of Ritchot 300 metres	Intersection Improvements	119,657.61
	9174	At Red River Floodway Bridge R.M. of Springfield	Slope Stabilization	18,911.52
	9179	Devils Creek Bridge R.M. of St. Clements 1.6 km	Bridge Detour	42,731.25
	9209	In St Pierre: At Joubert Creek R.M. of DeSalaberry & Village of St. Pierre	Bridge Detour	16,833.57
59 & 101	9105	At PTH 101 R.M. of East St. Paul	Manufacture & Install Guide Signs	8,932.25
60	9076	PTH 10--East Unorganized Territory 15.0 km	Seal Coat	11,988.07
67	8950	PTH 7--South Jct. PR 236 Town of Stonewall & R.M. of Rockwood 5.6 km	Grade Gravel	57,146.37
	9041	PTH 7--South Jct. PR 236 Town of Stonewall & R.M. of Rockwood 6.4 km	Right-of-Way	50,697.48
67	9095	PTH 7--South Jct. PR 236 R.M. of Rockwood & R.M. of Rockwood & Town of Stonewall 6.4 km	Bituminous Pavement (6.4 km)	1,150,030.63
	9211	PTH 7--East Boundary R.M. of Rockwood 9.6 km	Seal Coat (9.6 km)	12,725.81
68	8965	Lake Manitoba Narrows--West L.G.D. of Alonsa 20.0 km	Preliminary Engineering	29,011.91

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
75	8952	PR 305--Morris River R.M. of Morris & Ritchot 27.4 km	Preliminary Engineering	$ 28,978.89
	8954	PR 210--South of PR 305 R.M. of Ritchot 16.9 km	Right-of-Way	36,330.21
	8955	South of PR 305-- South of PR 205 R.M. of Ritchot & Morris 13.2 km	Right-of-Way	287,697.55
	9001	South of PR 305-- South of PR 205 R.M. of Ritchot & Morris 15.1 km	Grade (15.1 km) Gravel (15.1 km)	1,784,539.56
	9016	South of PR 210--South of PR 305 R.M. of Ritchot 19.6 km	Concrete Pavement	13,166.13
	9152	PTH 29--PR 246 R.M. of Montcalm 31.0 km	Preliminary Engineering	90,263.05
	9160	North of Morris--St. Jean Baptiste & Vicinity of Emerson R.M. of Morris & Emerson & Town of Emerson & Morris	Preliminary Engineering	149,586.23
83	9043	Vicinity of Durban R.M. of Swan River 11.4 km	Base Course (11.4 km) Bituminous Pavement (11.4 km)	1,102,360.00
	9051	South Boundary R.M. of Miniota--PTH 24 R.M. of Miniota 9.3 km	Preliminary Engineering	11,262.28
89	9151	US Border--PTH 12 L.G.D. of Piney 10.0 km	Base Course (10.0 km) A.S.T. (10.0 km)	50,553.30
100	9089	St Mary's Road--St. Anne's Road City of Winnipeg 3.7 km	Bituminous Pavement (3.7 km)	1,569,048.64
	9108	Portage Ave West City of Winnipeg	Landscaping	20,451.31
	9109	At PTH 75 City of Winnipeg	Landscaping	5,001.14
	9110	Interchanges: Portage Ave & Pembina Hwy City of Winnipeg	Preliminary Engineering	5,288.90

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
100	9168	Letellier Overpass City of Winnipeg	Preliminary Engineering	$ 4,638.47
	9172	At Roblin Blvd & At PTH 59 South City of Winnipeg	Landscaping	33,753.72
	9195	St. Annes Road-- Symington Road R.M. of Springfield & City of Winnipeg 4.8 km	Preliminary Engineering	13,931.95
	9198	PTH 3--PTH 59 South R.M. of Macdonald & City of Winnipeg 10.6 km	Preliminary Engineering	66,293.08
100 & 101	9156	PTH 100 & 101 Various Municipalities	Manufacture & Install Destination Signs	2,807.94
100 & 200	9087	At St Annes Rd & PR 200 City of Winnipeg	Install Advance Warning Signals	37,941.71
101	8958	At Jct of PTH 7 R.M. of Rosser	Preliminary Engineering	66,264.63
	8959	West of PTH 9-- West of PTH 8 R.M. of West St. Paul	Preliminary Engineering Right-of-Way	71,314.44
	9090	Saskatchewan Avenue-- Selkirk Avenue R.M. of Rosser, Parish of St. Charles & City of Winnipeg 3.7 km	Bituminous Pavement (3.7 km) Curb & Gutter	1,124,200.39
	9140	Jct PR 409 & PTH 101 R.M. of West St. Paul & City of Winnipeg	Concrete Pavement	10,263.63
	9194	Selkirk Ave--PTH 6 R.M. of Rosser 6.5 km	Preliminary Engineering	25,741.67
193	8948	PTH 1--Richmond Avenue R.M. of Cornwallis & City of Brandon 6.5 km	Preliminary Engineering	13,480.22

Table No. C2

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
Yellowhead Route				
1 & 16	9813	At Junction of PR 240 City of Portage la Prairie	Grade	$2,324,252.46
	9818	At Junction of PR 240 City of Portage la Prairie	Right-of-Way	231,560.33
	9820	At Junction of PR 240 City of Portage la Prairie	Utility Revisions	253,836.48
1, 16 & 240	9803	At Junction of PR 240 City of Portage la Prairie	Preliminary Engineering	274,191.19
16	9800	Vicinity of Binscarth R.M. of Russell 1.6 km	Preliminary Engineering	2,642.68
	9801	Vicinity of Strathclair R.M. of Strathclair 3.2 km	Preliminary Engineering	17,504.65
	9805	East of PTH 34--West of Whitemud River Bridge R.M. of Westbourne 3.7 km	Bituminous Pavement	29,089.54
	9806	West of Whitemud River--Jct. of PR 352 R.M. of Westbourne & Lansdowne 19.3 km	Bituminous Pavement	31,734.70
	9807	Vicinity of PR 254 R.M. of Birtle 0.3 km	Bridge Detour	2,936.09
	9811	At Junction of PTH 1 R.M. of Portage la Prairie	Intersection Improvements	35,580.54
	9812	Neepawa - Arden Ridge R.M. of Langford & Lansdowne 14.8 km	Bituminous Pavement (14.8 km)	3,206,381.48
	9814	Vicinity of Strathclair R.M. of Strathclair 3.2 km	Right-of-Way	3,360.64
	9816	At Various Intersections Various Municipalities	Illumination	172,298.76
	9817	Oak River Tributary R.M. of Shoal Lake 0.3 km	Place & Remove Bridge Detour	64,549.66
16 & 10	9822	Vicinity of PTH's 16 & 10 (Highway Rest Area) R.M. of Minto	Right-of-Way	2,188.59

Table No. C2

Work Order	Highway No.	Location of Project	Nature of Work (km completed)	Expenditure
Miscellaneous				
8900	Various Highways		Right-of-Way Expenses	$ 6,742.04
8901	District 1		Engineering Expenses	18,111.80
8902	District 2		Engineering Expenses	33,204.28
8903	District 3		Engineering Expenses	2,891.12
8904	District 4		Engineering Expenses	11,193.39
8905	District 5		Engineering Expenses	3,444.11
8906	District 6		Engineering Expenses	431.25
8907	District 7		Engineering Expenses	2,236.54
8908	District 8		Engineering Expenses	32,680.23
8909	District 9		Engineering Expenses	15,424.41
8910	District 10		Engineering Expenses	11,776.39
8911	District 11		Engineering Expenses	20,032.40
8912	District 12		Engineering Expenses	28,922.76
8913	Financial Services		Quality Control & Construction Audit	36,580.39
8914	Land Surveys		Engineering Expenses	59,872.10
8917	Construction Personnel		Training Expenses	44,756.47
8918	Various Highways		Engineering Audit Survey	55,192.36
8920	Various Highways		Advertising Highway Projects	52,691.64
8921	District 1		Surplus Culverts	(1,541.20)
8922	District 2		Surplus Culverts	44,194.62
8923	District 3		Surplus Culverts	(4,221.54)
8925	District 5		Surplus Culverts	1,728.60
8926	District 6		Surplus Culverts	1,310.41
8927	District 7		Surplus Culverts	(1,787.92)

Table No. C2

Highway No.	Work Order	Location of Project	Nature of Work (km completed)	Expenditure
Miscellaneous				
	8928	District 8	Surplus Culverts	$ 25,285.96
	8929	District 9	Surplus Culverts	(1,123.43)
	8930	District 10	Surplus Culverts	(7,151.38)
	8931	District 11	Surplus Culverts	21,127.42
	8932	District 12	Surplus Culverts	(1,101.84)
	8991	Various	Install Stop for School Bus Signs	8,078.36
	8993	Computer Services	Roadway Design Use of Computer	396,014.47
	8994	Computer Services	Bridge Design System	41,025.29
	8995	Computer Services	Roadway Design Use of Computer	65,868.40
	8996	Various	Miscellaneous Guide Signing	8,876.67
	8997	Various	Manufacture & Install Tourist Signs	5,189.58
	8998	Districts 3 & 4	Purchase Radio Equipment	84,644.09
	8999	Various Locations	Manufacture/ Install Shareable Cost Signs	3,492.40
	9018	Computer Services	Construction Management System	278,056.04
	9032	Various	Evaluate Experimental Traffic Control Devices	9,794.12
	9033	Various	Install Permanent Markings	8,974.36
	9038	Various	Staff Hearing Conservation	2,374.00
	9039	Various	Install Flashers Rumble Strips Delineation & Orbits	8,208.52

Highway No.	Work Order	Location of Project	Nature of Work (km completed)	Expenditure
Miscellaneous				
	9042	Various	Hazard Removal	$ 37,620.40
	9044	Various	Install Community Service Signs	12,272.97
	9068	Various	Illumination	18,226.15
	9069	Various	Miscellaneous Traffic Studies	19,667.66
	9070	Various	Signal Pole Painting	10,048.91
	9071	Various	Revise Additions to Automatic Railway Crossing Protection	6,220.98
	9084	Various	Construct/Maintain Signs & Stands	2,471.24
	9086	Various	Revisions/ Additions to Automatic Railway Crossing Protection	8,138.25
	9088	Various	Pit Rehabilitation	49,658.28
	9094	Various	Revisions/ Additions to Automatic Railway Crossing Protection	39,264.38
	9098	Various	Right-of-Way	961,764.75
	9101	Various	Modification of Traffic Signal Displays	4,280.29
	9104	Abandoned Railway Properties	Legal Survey	19,554.09
	9111	Various Provincial Parks	Manufacture/ Install Guide Signs	11,707.39
	9122	Various	Special Testing of Materials	103,413.48
	9133	Various Unorganized Territory	Stockpile Credits	(27,763.91)
	9163	Various	Manufacture/ Install Speed Limit Signs	4,619.96
	9165	Various	Purchase Equipment for Traffic Classification	54,380.65

Table No. C2

Highway No.	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
Miscellaneous				
	9170	Various	Illumination	$ 14,965.00
	9178	Various	Consulting Engineering Overhead	16,651.98
	9183	Various	Sign Structures Inventory of Private Advertising Signs	18,830.27
	9191	Various	Revise Traffic Control Manual	1,374.00
	9201	Province Wide	Manufacture Project Signs	43,061.60
	9223	Various	Purchase Construction Trailers	424,400.01
	9229	Various Locations PTH 6, PTH 39, & PR 391	Radar Survey	8,896.19
	Various Work Orders - Incidental Amounts			651.84
	Bridge Projects (for details see Table No. B1)			4,202,906.14
			*1,061.4	$53,374,108.45

*Nature of Work completed in km

Bituminous Pavement	196.8
Calcium Chloride	27.0
Base Course	101.7
Grading	137.4
Gravelling	120.2
Concrete Pavement	11.7
Asphalt Surface Treatment	47.6
Seal Coat	419.0
	1,061.4

Table No. C3

HIGHWAY CONSTRUCTION
PROVINCIAL ROADS
APPROPRIATION 15-8A

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
200	1590	North of Roseau River--South Jct. PR 217 R.M. of Franklin 12.2 km	Base Course A.S.T.	$ 55,623.75
	1711	Red River Floodway--PR 210 R.M. of Ritchot & City of Winnipeg 11.1 km	Concrete Repairs	121,472.19
	1881	PTH 23--N. Jct. PR 205 R.M. of De Salaberry 11.3 km	Right-of-Way	8,205.56
200 & 217	1591	South Jct PR 217--PTH 23 R.M. of De Salaberry & Franklin 15.7 km	Base Course A.S.T.	29,950.59
201	1679	PR 242--PTH 34 R.M. of Louise 19.8 km	Preliminary Engineering	24,356.79
	1899	PTH 32--Gnadenthal R.M. of Stanley & Rhineland 10.0 km	Calcium Chloride (10.0 km)	12,733.51
205	1728	West of PTH 59--PR 246 R.M. of De Salaberry & Morris 16.5 km	Right-of-Way Utility Revisions	27,295.53
	1871	West of St Pierre--PR 200 R.M. of De Salaberry 12.0 km	Base Course (12.0 km) A.S.T. (12.0 km)	645,882.19
	1880	PTH 59--Grunthal R.M. of De Salaberry & Hanover 11.6 km	Preliminary Engineering	40,909.93
	1933	PTH 75--PR 422 R.M. of Morris 13.5 km	Seal Coat	15,963.74
206	1592	PTH 1--PR 207 R.M. of Tache 4.9 km	Base Course A.S.T.	41,345.39
207	1857	NE 26-10-4E. R.M. of Springfield	Drainage	11,764.30

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
209	1754	PR 201--Gardenton L.G.D. of Stuartburn 8.0 km	Calcium Chloride (8.0 km	$ 9,793.42
210	1640	St. Adolphe--PTH 59 R.M. of Ritchot 9.2 km	Right-of-Way Utility Revisions	13,360.20
211	1825	PTH 11--Pinawa L.G.D. of Pinawa 14.0 km	Preliminary Engineering	2,107.43
213	1575	PR 212--PTH 12 R.M. of Springfield 10.0 km	Grade Gravel	30,769.86
	1686	PR 212--PTH 12 R.M. of Springfield 9.8 km	Right-of-Way	22,021.16
	1868	PTH 12-PR 212 R.M. of Springfield 12.0 km	Calcium Chloride (12.0 km)	9,211.99
213 & 601	1834	PTH 12--PR 212 R.M. of Springfield 11.7 km	Abandonment Grant	21,800.00
216	1879	PTH 52--New Bothwell R.M. of Hanover 6.0 km	Base Course (6.0 km) A.S.T. (6.0 km)	286,191.03
216 & 205	1873	PTH 52--Grunthal R.M. of Hanover & De Salaberry 17.2 km	Bituminous Pavement (17.2 km)	891,155.75
217	1643	Marsh River Bridge R.M. of Franklin	Construct & Remove Detour	5,293.03
218	1882	St Malo--PR 201 R.M. of De Salaberry & Franklin 24.4 km	Preliminary Engineering	46,681.53
220	1777	PTH 67--Oak Hammock R.M. of Rockwood 4.0 km	Calcium Chloride (4.0 km)	17,566.22

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
220	1902	C.P.R. mile 6.39 R.M. of West St. Paul	Grade Preliminary Engineering	$ 5,180.02
221	1545	PR 412--PR 248 R.M. of Rosser 10.3 km	Right-of-Way	1,011.86
	1808	PTH 101--1.9 km West R.M. of Rosser 2.1 km	Bituminous Pavement (2.1 km) Base Course (2.1 km) Grade (2.1 km)	212 [illegible]98.48
	1941	West of PTH 101--West Jct. PR 334 R.M. of Rosser 9.2 km	Preliminary Engineering	7,239.79
222	1762	Gimli--Camp Morton R.M. of Gimli 8.4 km	Preliminary Engineering	5,451.67
226 & 233	1662	PR 329--NE Corner Sec 9-24-1E R.M. of Bifrost 15.0 km	Right-of-Way	49,605.79
	1663	PR 329--Sylvan R.M. of Bifrost 15.0 km	Grade Gravel	33,405.96
	1664	PR 329--NE Corner Sec 9-24-1E R.M. of Bifrost 15.0 km	Preliminary Engineering	1,334.70
227	1727	PTH 6--PR 248 R.M. of Woodlands 21.9 km	Bituminous Pavement Grade Base Course	83,045.79
	1774	At Junction of PTH 6 R.M. of Woodlands 1.0 km	Right-of-Way	85,655.89
	1782	PR 248--PR 430 R.M. of Woodlands 19.3 km	Calcium Chloride (19.3 km)	31,141.60
	1875	PR 430--East Jct. PR 240 R.M. of Portage la Prairie 31.8 km	Preliminary Engineering	39,760.89
229	1712	PTH 6--East R.M. of Coldwell 9.7 km	Preliminary Engineering	1,307.53

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
229	1786	PTH 6--PR 518 R.M. of Coldwell 22.5 km	Calcium Chloride (22.5 km)	$ 13,406.10
231	1789	PTH [illegible]--PTH 17 L.G.D. of Armstrong 21.7 km	Calcium Chloride (21.7 km)	15,562.82
233	1715	PR 329--North R.M. of Bifrost 12.8 km	Preliminary Engineering	1,938.35
234	1587	PTH 8--PR 325 R.M. of Bifrost 15.4 km	Grade Gravel	17,818.91
	1714	PTH 8--PR 325 R.M. of Bifrost 17.9 km	Right-of-Way	20,700.00
	1788	PR 325--Beaver Creek R.M. of Bifrost & Unorganized Territory 23.4 km	Calcium Chloride (23.4 km)	14,994.59
236	1835	PR 517--PTH 67 Balmoral R.M. of Rockwood 21.2 km	Base Course (21.2 km) A.S.T. (21.2 km)	227,442.65
237	1817	North Jct PTH 6-- Watchorn Bay L.G.D. of Grahamdale 12.2 km	Preliminary Engineering	2,194.52
	1818	North Jct PTH 6-- Watchorn Bay L.G.D. of Grahamdale 12.2 km	Right-of-Way	1,698.27
238	1546	South Jct PTH 9-- Stevens Ave in Lockport R.M. of St. Andrews 9.7 km	Preliminary Engineering	1,781.89
	1547	South Junction PTH 9-- Stevens Ave in Lockport R.M. of St. Andrews 9.7 km	Right-of-Way	4,126.89
	1586	South Jct PTH 9-- Stevens Ave in Lockport R.M. of St. Andrews 3.2 km	River Bank Stabilization	13,730.77

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
238	1750	PTH Service Roads & PR 238 R.M. of West & East St. Paul St. Andrews, St. Clements, Springfield, Macdonald, Rosser & the City of Winnipeg	Calcium Chloride	$ 66,743.86
240	1521	PTH 2--NE Corner of Sec 28-9-7W R.M. of Grey 12.8 km	Right-of-Way	5,315.67
	1531	PR 331--South City of Portage la Prairie 9.0 km	Grade Gravel	749,790.54
	1666	PR 331--NE Corner Sec 28-9-7W R.M. of Portage la Prairie & Grey 21.0 km	Right-of-Way	240,316.22
	1836	PTH 23--E. Jct of PR 245 R.M. of Thompson & Dufferin 14.9 km	Right-of-Way	34,419.02
	1851	PTH 23--PR 245 R.M. of Thompson & Dufferin 15.0 km	Grade (15.0 km) Gravel (15.0 km)	708,313.76
	1914	PTH 23 - PR 245 R.M. of Thompson	Construct Detours	21,386.79
	1938	South of PTH 1--PR 331 City of Portage la Prairie 2.1 km	Preliminary Engineering	8,063.19
241	1781	TCH--Jct PR 424 R.M. of Cartier 4.8 km	Calcium Chloride (4.8 km)	6,401.67
	1917	City Bdry--District Bdry The City of Winnipeg	Seal Coat	130,732.74
242	1667	East Jct PTH 16--North R.M. of Portage la Prairie 3.4 km	Right-of-Way	6,314.41
	1776	PTH 16--Lynchs Point R.M. of Westbourne & Portage la Prairie 16.7 km	Calcium Chloride (16.7 km)	25,994.43
	1900	E. Jct. PTH 2 North of PR 244 R.M. of South Norfolk 10.9 km	Calcium Chloride (10.9 km)	12,641.93

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
244	1910	PTH 23--Manitou R.M. of Lorne & Pembina 16.4 km	Bituminous Pavement (16.4 km)	$ 199,089.98
245	1682	West Jct PR 242--East of PTH 34 R.M. of Lorne 8.3 km	Grade Gravel	7,140.37
	1864	West Jct. PR 242--PTH 34 R.M. of Lorne, Victoria & South Norfolk 11.2 km	Gravel (11.2 km)	44,711.88
246	1642	PR 205--PTH 23 R.M. of Morris & Montcalm 13.0 km	Right-of-Way	78,129.64
	1883	PTH 23--Aubigny R.M. of Morris & Montcalm 13.6 km	Grade (13.6 km) Gravel (13.6 km)	281,982.68
247	1651	PTH 75-PR 330 R.M. of Macdonald 9.9 km	Right-of-Way	772.35
250	1668	PTH 16--PTH 45 R.M. of Harrison 19.6 km	Right-of-Way	152,310.92
	1710	PR 349--Souris R.M. of Whitehead & Glenwood 12.0 km	Right-of-Way	1,434.20
	1730	PTH 16--PTH 45 R.M. of Harrison 19.6 km	Grade (19.6 km)	988,685.09
	1757	PTH 1--Northerly R.M. of Whitehead & Daly 9.2 km	Base Course A.S.T.	5,470.31
	1911	PR 349--PTH 1W R.M. of Whitehead 11.3 km	Base Course (11.3 km)	178,459.40
251	1892	PTH 83--Lyleton R.M. of Arthur & Edward 8.9 km	Base Course (8.9 km) A.S.T. (8.9 km)	409,448.21
252	1837	PR 255--PTH 1 R.M. of Pipestone & Wallace 22.2 km	Preliminary Engineering	2,028.54
253	1526	PTH 5--Glenora R.M. of Argyle 11.0 km	Base Course A.S.T.	57,768.73

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
254	1656	PTH 16--North R.M. of Birtle 11.9 km	A.S.T.	$ 48,617.75
	1683	PTH 1--North of Assiniboine River R.M. of Sifton & Woodworth 2.9 km	Right-of-Way	25,546.10
	1692	PTH 83--East R.M. of Russell, Silver Creek, Shellmouth & Boulton 10.6 km	Grade Gravel	6,689.26
	1823	East of PR 476 & North of 29-21-25W. R.M. of Rossburn 0.8 km	Grade (0.8 km) Gravel (0.8 km)	117,227.20
	1862	PTH 1--North of Assiniboine River R.M. of Sifton & Woodworth 3.1 km	Grade (3.1 km) Gravel (3.1 km)	473,111.83
	1958	N of 29-10-24W R.M. of Woodworth	Purchase Culverts	12,530.87
254 & 622	1551	PR 622--PR 254 R.M. of Rossburn	Preliminary Engineering	15,088.55
255	1905	East of Cromer-- Saskatchewan Boundary R.M. of Pipestone 11.0 km	Spot Grade	55,910.24
256	1525	PTH 2--Southerly R.M. of Albert & Pipestone 10.2 km	Grade	359,119.53
	1767	East Jct. PTH 2-- South of Cromer R.M. of Pipestone 14.8 km	Grade (14.8 km) Gravel (14.8 km)	976,848.49
	1807	PTH 2--South of Cromer R.M. of Pipestone 14.9 km	Right-of-Way	27,170.53
	1932	PTH 41--PR 467 R.M. of Archie	Purchase Culverts	55,183.94
257	1527	Virden--PR 256 R.M. of Wallace & Town of Virden 22.5 km	Bituminous Pavement (22.5 km)	1,305,246.27

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
259 & 542	1684	PR 259; N. 6-12-23W., PR 542; S.E. 3-12-29W. PR 542; E. 21-12-29W. R.M. of Woodworth & Wallace	Bridge Survey	$ 7,450.28
260	1885	PTH 16--North of Plumas R.M. of Westbourne 22.8 km	Right-of-Way	1,391.61
261	1517	N. Sec. 23-18-14W. R.M. Glenella	Bridge Detour	5,420.12
	1520	NW 23-18-14W. R.M. of Glenella	Bridge Construction	1,798.58
263	1563	PTH 10--South R.M. of Clanwilliam & L.G.D. of Park 10.4 km	Right-of-Way	3,857.33
265	1560	North Jct PTH 5--East Boundary R.M. of Rosedale 4.9 km	Right-of-Way	13,515.54
	1661	PTH 5--East Boundary R.M. of Rosedale 4.9 km	Grade Gravel	271,186.28
	1705	East & West of PTH 50 R.M. of Lakeview 3.2 km	Right-of-Way	13,901.60
266	1534	North of Bowsman River: Sec 28-38-26W--North R.M. of Minitonas 6.5 km	Preliminary Engineering	4,618.08
	1644	North of Bowsman River-- NE Cor Sec 18-38-26W R.M. of Minitonas 3.4 km	Right-of-Way	10,470.92
	1645	North of Bowsman River-- NE Cor Sec 18-38-26W R.M. of Minitonas 3.4 km	Preliminary Engineering	3,331.01
268	1742	Lenswood--PR 266 R.M. of Minitonas & L.G.D. of Mountain 19.0 km	Preliminary Engineering	39,224.52
	1939	SE Sec 22-37-25W R.M. of Minitonas	Purchase/ Install C.S.P.	26,468.93

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
269	1600	NE Cor Sec 31-29-21W-- PTH 10 R.M. of Ethelbert 2.74 km	Right-of-Way	$ 1,425.00
	1607	North Jct PR 364--PR 490 R.M. of Mossey River & Unorganized Territory 14.6 km	Grade Gravel	6,084.06
	1608	PR 364--PR 490 R.M. of Mossey River & & Unorganized Territory 14.5 km	Base Course (3.4 km)	99,393.17
270	1695	Vicinity of Little Saskatchewan River R.M. of Harrison 2.5 km	Right-of-Way	7,447.71
271	1669	PTH 10--PR 489 L.G.D. of Mountain 19.0 km	Preliminary Engineering	3,840.91
272	1670	North of PTH 20-- South of Duck Bay Unorganized Territory & Pine Creek Indian Reserve 9.1 km	Base Course (9.1 km) A.S.T. (9.1 km)	434,926.78
273	1609	PTH 10--Ukraina R.M. of Ethelbert, Mossey River & Dauphin 7.6 km	Right-of-Way	1,091.04
274	1610	East of Section 25-29-22W. R.M. of Ethelbert	Drainage	10,801.84
275	1671	PTH 10A--East Jct PR 588 R.M. of Swan River 13.2 km	Preliminary Engineering	2,185.45
276	1565	South of Skownan--PR 328 Unorganized Territory 10.6 km	Grade Gravel	36,130.03
	1602	PTH 5--PR 585 R.M. of Ste. Rose & Lawrence 50.2 km	Preliminary Engineering	15,385.92
	1611	PTH 5--PR 480 R.M. of Ste. Rose & Lawrence 17.5 km	Right-of-Way	9,181.41

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
276	1803	Waterhen Indian Reserve No. 45 Unorganized Territory 8.3 km	Calcium Chloride (8.3 km)	$ 13,602.16
	1930	South of Skownan--PR 328 Unorganized Territory 10.8 km	Gravel (10.8 km)	8,421.56
278	1588	PTH 50--Northerly L.G.D. of Alonsa 22.0 km	Seal Coat (22.0 km)	111,748.28
279	1672	16 km West of Bowsman R.M. of Swan River 11.9 km	Right-of-Way	103,929.35
280	1654	Split Lake Access--Long Spruce Unorganized Territory 135.0 km	Drainage Grade Gravel	393,612.84
	1821	Split Lake--Long Spruce Unorganized Territory 135.0 km	Calcium Chloride (135.0 km)	91,851.88
	1849	PR 391--Split Lake Access Unorganized Territory 126.3 km	Drainage Grade (126.3 km) Gravel (126.3 km)	418,414.40
280 & 290	1811	Gillam--Limestone L.G.D. of Gillam 51.2 km	Bituminous Levelling	155,011.44
282	1852	PTH 10--PR 283 L.G.D. of Consol 23.8 km	Spot Grade Improvements	4,018.81
283	1567	West of PR 282--Saskatchewan Boundary L.G.D. of Consol 21.9 km	Base Course A.S.T.	342,704.82
	1736	Pasquia River Crossing L.G.D. of Consol	Preliminary Engineering	401.88
287	1796	PTH 10--Atikameg Clearwater Provincial Park 19.0 km	Seal Coat (19.0 km)	102,975.44
302	1665	PTH 15--North Boundary R.M. of Springfield 9.6 km	Right-of-Way	16,449.45

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
303	1542	West of PTH 12--South Jct. PR 216 R.M. of Hanover 8.4 km	Right-of-Way	$ 29,156.62
303	1753	East of PTH 12--West of PTH 12 R.M. of Hanover 6.4 km	Calcium Chloride (6.4 km)	17,234.79
	1886	PTH 12--East R.M. of Hanover 1.6 km	Base Course (1.6 km) A.S.T. (1.6 km)	69,927.07
304	1577	Vicinity of Stead--Easterly L.G.D. of Alexander 5.6 km	Clearing Drainage	23,668.45
	1703	PTH 59--Vicinity of Stead L.G.D. of Alexander 9.7 km	Gravel Calcium Chloride	3,757.40
	1925	Town of Bissett Unorganized Territory 0.6 km	Rock	50,582.29
304, 315,319 & 500	1784	Various Locations R.M. of St. Clements, Lac du Bonnet & Unorganized Territory	Calcium Chloride	85,532.14
305	1585	N. 21-7-3W. Barnsley Drain R.M. of Dufferin	Detour Construction	2,790.94
	1766	PTH 2--North R.M. of South Norfolk 11.4 km	Base Course	682,578.29
	1861	PTH 59--Rat River Bridge R.M. of Hanover & Ritchot 11.0 km	Gravel (11.0 km) Calcium Chloride (11.0 km)	164,194.62
	1874	CNR Crossing West of PTH 75--West R.M. of Ritchot & Macdonald 2.4 km	Gravel (2.4 km)	7,354.94
	1934	East of Sec. 23-10-8W R.M. of Portage la Prairie 0.8 km	Abandonment Grant	1,500.00
306	1783	Various Highways R.M. of St. Andrews & St. Clements	Calcium Chloride	11,972.01

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
307	1680	PTH 11--West Park Gate R.M. of Whitemouth 13.3 km	Right-of-Way	$ 66,777.89
	1831	PTH 11--Whiteshell Provincial Park Gate R.M. of Whitemouth 10.0 km	Clearing Drainage	116,420.07
308	1752	Moose Lake--East Braintree L.G.D. of Reynolds & N.W. Angle Forest Reserve 65.4 km	Calcium Chloride (65.4 km)	33,197.74
311 & 216	1540	PTH 59--PR 206 R.M. of Hanover 13.6 km	Base Course Bituminous Pavement	1,125,166.58
313	1810	At Pinawa Channel R.M. of Lac du Bonnet 0.5 km	Replace Guardrail	24,756.77
314	1578	Thru Nopiming Provincial Park: PR 315--North Unorganized Territory 13.2 km	Preliminary Engineering	4,027.15
	1926	In Nopiming Provincial Park: Cat Lake Southerly Unorganized Territory 1.9 km	Grade	602,509.15
317	1697	PTH 59--PTH 12 R.M. of St. Clements & Brokenhead 15.4 km	Right-of-Way	30,513.49
318	1543	South of PR 311--PR 303 R.M. of Hanover & De Salaberry 10.2 km	Right-of-Way	47,687.95
320	1637	South of PTH 4 R.M. of St. Andrews 1.5 km	Right-of-Way	2,680.73
	1809	End of Pavement-- Netley Creek R.M. of St. Andrews 8.0 km	Calcium Chloride (8.0 km)	9,240.53

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
321	1759	North Jct PR 220-- South Jct PTH 7 R.M. of Rockwood, Rosser & West St. Paul 6.6 km	Right-of-Way	$ 13,982.37
	1780	PTH 7--PR 220 R.M. of Rockwood 6.4 km	Calcium Chloride (6.4 km)	9,699.20
322	1779	PTH 6--PTH 67 R.M. of Rockwood 6.9 km	Calcium Chloride (6.9 km)	9,734.64
325	1580	West of PTH 17--PTH 6 R.M. of Siglunes & L.G.D. of Grahamdale 52.8 km	Preliminary Engineering	3,157.48
	1717	PTH 17--West L.G.D. of Fisher 23.1 km	Preliminary Engineering	5,950.00
326 & 233	1790	PR 329--NE 14-24-2E R.M. of Bifrost 9.6 km	Calcium Chloride (9.6 km)	13,298.74
327	1581	PTH 60--Easterville Unorganized Territory 21.2 km	Grade Gravel	927,772.57
	1795	Easterville Access Unorganized Territory 19.8 km	Calcium Chloride (19.8 km)	30,818.50
328	1718	PTH 6--Waterhen Unorganized Territory & L.G.D. of Grahamdale 63.5 km	Preliminary Engineering	12,615.94
	1794	PTH 6--Westerly L.G.D. of Grahamdale & Unorganized Territory 16.0 km	Calcium Chloride (16.0 km)	11,420.47
329	1681	PTH 8--PR 326 R.M. of Bifrost 13.3 km	Base Course (13.3 km) A.S.T. (13.3 km)	90,707.58
	1719	PR 326--PR 226 R.M. of Bifrost 6.7 km	Right-of-Way	21,708.17
330	1650	Domain--La Salle R.M. of Macdonald 9.8 km	Base Course	3,574.59

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
332	1942	NE Sec 7-7-1W R.M. of Macdonald	Bridge Replacement	$ 33,447.37
334	1549	PTH 1--PR 241 The City of Winnipeg 0.8 km	Preliminary Engineering	697.22
338	1522	North of PTH 3--PTH 23 R.M. of Thompson & Stanley 16.8 km	Right-of-Way	34,994.80
	1524	N.E. 19-4-6W R.M. of Thompson	Bridge Detour	8,062.07
	1894	PTH 3--Thornhill R.M. of Stanley 0.9 km	Bituminous Pavement (0.9 km)	600.00
	1909	East of Section 31-5-6W. R.M. of Thompson	Bridge Detour	5,884.83
	1940	NE Sec. 18-5-6W. R.M. of Thompson	Drainage	4,941.08
340	1537	Vicinity of Camp Shilo R.M. of Cornwallis & North Cypress 4.7 km	Grade (4.7 km) Gravel (4.7 km)	276,561.83
	1538	Vicinity of Camp Shilo R.M. of Cornwallis & North Cypress 7.5 km	Right-of-Way	25,832.99
	1603	South of Camp Shilo--PR 344 R.M. of Cornwallis, North Cypress & Oakland 23.6 km	Right-of-Way	50,204.29
	1768	South of Camp Shilo--PR 344 R.M. of Cornwallis, North Cypress & Oakland 14.7 km	Grade (14.7 km) Gravel (14.7 km)	857,065.46
	1921	PTH 23--PTH 2 R.M. of South Cypress & Strathcona 24.6 km	Preliminary Engineering	9,779.04
342	1676	PTH 3A--Clearwater R.M. of Louise 1.0 km	Base Course	12,047.69
	1749	E. of SE 12-7-13W. & E. of 1-7-13W. R.M. of South Cypress & Victoria 2.4 km	Grade Gravel	5,356.22

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
344	1687	Wawanesa--North of PR 453 R.M. of Oakland & Cornwallis 13.2 km	Right-of-Way	$ 65,800.09
	1758	Richmond Ave: 17th Street East--Easterly City of Brandon & R.M. of Cornwallis 13.4 km	Bituminous Pavement Base Course	9,331.54
	1950	E of Sec 27-8-18W R.M. of Oakland	Purchase C.S.P.	14,039.97
345	1913	PTH 83--West of Lauder R.M. of Albert & Cameron 10.7 km	Base Course (10.7 km) A.S.T. (10.7 km)	346,221.47
349	1748	PTH 10--West R.M. of Cornwallis 1.6 km	Grade Gravel	4,533.49
352	1706	South of PTH 16--Arden R.M. of Lansdowne 8.0 km	Right-of-Way	882.56
	1931	Vicinity of Birnie R.M. of Rosedale	Preliminary Engineering	3,276.09
354	1559	PTH 45--Little Saskatchewan River R.M. of Strathclair 4.8 km	Grade Gravel	749.82
	1561	Little Saskatchewan River --South R.M. of Strathclair 3.7 km	Right-of-Way	11,893.60
	1659	North Boundary R.M. of Blanshard--Strathclair 8.3 km	Right-of-Way	56,800.71
	1755	Little Sask. River Valley R.M. of Strathclair 4.2 km	Calcium Chloride (4.2 km)	6,994.45
355	1552	PR 474--PTH 83 R.M. of Miniota 11.4 km	Grade Gravel	30,100.27
	1689	South Jct PR 470--PTH 21 R.M. of Hamiota 5.0 km	Preliminary Engineering	5,904.91

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
359	1553	West of Vista: Thru Birdtail Valley R.M. of Rossburn 2.5 km	Right-of-Way	$ 25,989.81
	1557	PR 270--PR 250 L.G.D. of Park 11.6 km	Preliminary Engineering	1,408.57
	1562	PR 250--PR 354 L.G.D. of Park 15.1 km	Preliminary Engineering	651.81
	1824	West of Vista: Thru Birdtail Valley R.M. of Rossburn 2.7 km	Grade (2.7 km) Gravel (2.7 km)	259,745.97
362	1595	PTH 5A--PR 491 R.M. of Dauphin 16.8 km	Preliminary Engineering	7,514.90
	1596	North of Dauphin: At Dead Man's Creek R.M. of Dauphin	Right-of-Way	3,283.19
	1614	PTH 5A--PR 491 R.M. of Dauphin 15.8 km	Right-of-Way	28,183.29
	1872	At Dead Man's Creek R.M. of Dauphin 1.0 km	Bridge Aproaches	109,076.63
363	1615	West of PR 484: North of Sec 4 & 5-28-29W R.M. of Shell River 1.6 km	Right-of-Way	4,201.11
364	1617	N. Jct. PR 269--South of Winnipegosis R.M. of Mossey River 8.6 km	Grade Gravel	3,357.30
	1618	South Jct PR 269--PR 481 R.M. of Mossey River & Lawrence 19.3 km	Preliminary Engineering	343.68
364 & 481	1598	Rorketon--West & North R.M. of Lawrence 17.7 km	Preliminary Engineering	2,766.57

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
365	1751	PTH 10--Bell River (Various Locations) Porcupine Forest Reserve 5.0 km	Preliminary Engineering	$ 1,965.44
366	1535	Vicinity of Wellman Lake Duck Mountain Provincial Park 6.7 km	Grade (6.7 km) Gravel (6.7 km)	547,352.02
	1619	PR 584--East R.M. of Grandview & Boulton 23.2 km	Right-of-Way	47,626.74
	1646	North of PR 587 R.M. of Minitonas & L.G.D. of Mountain 2.0 km	Preliminary Engineering	2,278.48
	1673	Woody River--PR 268 L.G.D. of Mountain 5.2 km	Right-of-Way	1,345.70
	1797	PR 267--N. Dist. Boundary R.M. of Grandview & Duck Mountain Reserve 13.0 km	Calcium Chloride (13.0 km)	32,253.96
	1799	PTH 5--Southerly R.M. of Grandview 11.5 km	Calcium Chloride (11.5 km)	18,450.13
	1827	PR 584--East R.M. of Grandview 12.4 km	Grade (12.4 km) Gravel (12.4 km)	192,891.45
	1858	Village of Minitonas	Replace Structure	24,819.31
	1924	Grandview--Southerly R.M. of Grandview 11.3 km	Base Course (11.3 km) A.S.T. (11.3 km)	3,296.54
366 & 605	1893	PTH 10--C.N.R. & PR 366 --First Street R.M. of Minitonas 1.8 km	Preliminary Engineering	8,962.48
366 367,365 279	1819	Various Locations Duck Mountain Forest Reserve, Porcupine Forest Reserve, & R.M. of Swan River	Calcium Chloride	131,056.98
367	1584	San Clara--Boggy Creek L.G.D. of Park 11.0 km	Base Course A.S.T.	142,284.68

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
367	1620	West of PTH 10 R.M. of Ethelbert 5.0 km	Grade Bituminous Pavement	$ 7,465.43
	1747	Boggy Creek--PR 594 L.G.D. of Park 3.2 km	Right-of-Way	10,778.77
	1878	West of PTH 10 R.M. of Ethelbert 5.0 km	Calcium Chloride (5.0 km)	6,453.25
	1951	Boggy Creek--PR 594 L.G.D. of Park 3.2 km	Grade (3.2 km) Gravel (3.2 km)	38,562.76
373	1568	Sea River Falls--South Unorganized Territory 8.7 km	Grade Gravel	390,560.73
	1740	Sea River Falls-- Norway House Unorganized Territory 35.8 km	Preliminary Engineering	7,271.78
	1822	In Norway House: At Jack River Norway House Indian Reserve 0.5 km	Right-of-Way Preliminary Engineering	5,331.97
	1945	Minago River Bridge Unorganized Territory	Rock Rip-Rap	79,959.82
	1948	Jack River Bridge Approaches Unorganized Territory	Rock Embankment	653,908.07
373, 280, 391, 394 & 398	1820	PTH 6--PR 391 Unorganized Territory 390.0 km	Calcium Chloride (390.0 km)	297,352.95
391	1569	Thompson Airport Access--Northwesterly L.G.D. of Mystery Lake 11.6 km	Grade Gravel	27,621.37
	1570	West of Sapochi River-- Footprint River Unorganized Territory 16.8 km	Grade Gravel	1,915,512.81
	1814	Hughes Lake--Lynn Lake Unorganized Territory & L.G.D. of Lynn Lake 34.4 km	Bituminous Levelling Drainage	151,592.24
	1815	Watsko Lake--Hughes Lake Unorganized Territory 34.1 km	Bituminous Levelling Drainage	129,932.51
	1816	Turnbull Lake--Watsko Lake Town of Leaf Rapids & Unorganized Territory 41.7 km	Bituminous Levelling	54,775.44

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
392	1571	East of Grass River--PTH 39 Town of Snow Lake 153.0 km	Grade (153.0 km)	$ 463,977.79
	1812	PTH 39--Snow Lake Town of Snow Lake 34.4 km	Bituminous Levelling	107,773.78
394	1655	Lynn Lake--Co-op Point Unorganized Territory 100.9 km	Spot Grade Drainage	71,975.04
395	1860	PR 392--Chisel Lake Mine Town of Snow Lake 13.0 km	Gravel (13.0 km) Calcium Chloride (13.0 km)	79,865.00
403	1544	PTH 59--PR 216 R.M. of De Salaberry 7.4 km	Right-of-Way Utility Revisions	60,083.11
	1955	PTH 59--PR 216 R.M. of De Salaberry 7.6 km	Grade (7.6 km) Gravel (7.6 km)	110,967.96
406	1593	PTH 15--PTH 44 R.M. of Whitemouth 14.8 km	Right-of-Way	75,657.95
408	1685	PTH 44--PR 307 R.M. of Whitemouth 13.7 km	Right-of-Way	11,423.00
415	1726	PTH 7--PR 322 R.M. of Rockwood & Woodlands 19.3 km	Right-of-Way	176,224.15
	1787	PTH 6--PR 518 R.M. of St. Laurent 14.8 km	Calcium Chloride (14.8 km)	13,532.02
417	1791	PTH 6--West R.M. of Eriksdale 24.6 km	Calcium Chloride (24.6 km)	16,354.26
419	1763	Vicinity of Narcisse-- East of Lundar R.M. of Coldwell & L.G.D. of Armstrong 17.7 km	Preliminary Engineering	5,484.64
	1792	Lundar--Lundar Beach R.M. of Coldwell 18.8 km	Calcium Chloride (18.8 km)	17,663.04

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
420	1833	PTH 75 - West R.M. of Macdonald & Ritchot 5.8 km	Right-of-Way	$ 8,754.64
	1920	PTH 75--Westerly R.M. of Macdonald & Ritchot 5.1 km	Grade (5.1 km) Gravel (5.1 km)	154,197.08
421	1956	PTH 75--PR 522 R.M. of Rhineland & Montcalm 7.4 km	Base Course (7.4 km) A.S.T. (7.4 km)	110,632.26
422	1523	PTH 23--PR 205 R.M. of Morris 11.6 km	Grade Gravel	21,819.24
	1693	PTH 23--PR 205 R.M. of Morris 11.6 km	Right-of-Way	22,355.00
	1898	PTH 23--PR 205 R.M. of Morris 11.6 km	Gravel (11.6 km) Calcium Chloride (11.6 km)	150,262.59
424	1532	PTH 2--PR 241 R.M. of Macdonald & Cartier 10.0 km	Grade Gravel	774,346.37
428	1866	PTH 14--North R.M. of Stanley 8.0 km	Base Course (8.0 km) A.S.T. (8.0 km)	630,039.86
430	1533	PTH 1--PTH 26 R.M. of Portage la Prairie 10.5 km	Base Course A.S.T.	773,530.51
	1778	PR 227--North Jct St. Ambroise Beach R.M. of Portage la Priarie 20.1 km	Calcium Chloride (20.1 km)	30,145.76
435	1696	PTH 12--PR 316 R.M. of Brokenhead 8.6 km	Grade Gravel	9,870.43
	1698	PTH 59--PTH 12 R.M. of St. Clements & Brokenhead 20.9 km	Right-of-Way	963.15
440	1677	PTH 23--Pembina River Valley R.M. of Argyle 9.7 km	Right-of-Way	30,722.61

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
449	1528	PR 245--East of PTH 34 R.M. of Victoria & South Norfolk 1.6 km	Grade Gravel	$ 4,567.34
452	1865	Waskada--PTH 3 R.M. of Brenda 18.2 km	Base Course (18.2 km) A.S.T. (18.2 km)	1,086,329.53
455	1756	PTH 21--PR 250 R.M. of Whitehead 10.3 km	Grade Gravel	6,365.42
460 & 604	1876	Along Morris & Dennis Street in Gladstone Town of Gladstone 3.9 km	Preliminary Engineering	18,010.52
462	1709	PR 261--North Boundary R.M. of Glenella 7.4 km	Right-of-Way	12,339.04
466	1564	Sec. 6-6-16W R.M. of Rosedale	Construct Bridge Detour	3,342.23
467	1806	PTH 83--West Jct PR 256 R.M. of Miniota & Archie 19.6 km	Right-of-Way	7,560.52
468	1877	PR 457--PR 561 R.M. of Elton & Cornwallis 16.6 km	Right-of-Way	29,537.56
471	1556	PTH 5--NE Corner Sec. 32-15-16W R.M. of Rosedale 10.6 km	Preliminary Engineering	777.77
474	1912	NE Cor. Sec. 36-15-26W-- South of PR 355 R.M. of Miniota & Birtle 21.7 km	Right-of-Way	3,243.75
477	1785	PTH 21--West 2.1 km R.M. of Shoal Lake 3.4 km	Calcium Chloride (3.4 km)	2,478.89
478	1838	West Junction PR 366--North R.M. of Shellmouth & Boulton 21.7 km	Preliminary Engineering	80,132.08

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
478	1936	East of Sec 20-19-27W R.M. of Silver Creek 0.3 km	Install C.M.P.	$ 63,198.81
	1937	PTH 16--East R.M. of Russell & & Silver Creek 7.4 km	Right-of-Way	3,809.08
480	1566	Makinak--N. Jct. PTH 5 R.M. of Ochre River 8.2 km	Grade Gravel	55,846.73
	1594	Laurier--South of Henderson Creek R.M. of Ste. Rose & Ochre River 9.7 km	Right-of-Way	61,560.17
	1621	PR 360--West R.M. of Ste. Rose 5.5 km	Preliminary Engineering	1,147.76
	1622	Makinak--North Jct PTH 5 R.M. of Ochre River 8.2 km	Right-of-Way	932.00
	1798	PTH 5--4.1 km S. of Makinak R.M. of Ochre River 12.0 km	Calcium Chloride (12.0 km)	19,516.37
481	1599	East of Toutes Aides-- West of Crane River Unorganized Territory 9.8 km	Grade Gravel	761,797.71
	1625	North of Sec. 31-29-14W-- Crane River Unorganized Territory 14.6 km	Right-of-Way	71,439.84
	1626	Toutes Aides-Crane River & PR 276--Sec. 31-29-14W R.M. of Lawrence & Unorganized Territory 41.0 km	Right-of-Way	16,401.21
	1627	Toutes Aides--East R.M. of Lawrence & Unorganized Territory 10.0 km	Grade Gravel	4,093.91
	1947	PR 481 L.G.D. of Alonsa	Manufacture/ Install Traffic Signs	2,176.13
482	1629	South of PTH 5: In Sec 18 & 19-25-29W R.M. of Shell River 0.5 km	Berm Construction Bituminous Repairs	1,400.94

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
482	1839	South of PTH 5: In Sections 18 & 19-25-29W. R.M. of Shell River 5.1 km	Preliminary Engineering	$ 16,853.91
483	1840	West Boundary Duck Mountain Forest--West R.M. of Hillsburg 4.2 km	Preliminary Engineering	18,403.37
	1841	West Boundary Duck Mountain Forest--West R.M. of Hillsburg 2.6 km	Right-of-Way	1,235.32
485	1772	PR 486--PR 488 R.M. of Swan River & Minitonas 6.6 km	Right-of-Way	1,212.00
	1773	North of N.W. 1/4 24-25-27W. R.M. of Minitonas	Bridge Detour	9,562.70
	1870	N.W. & N.E. 1/4 24-35-27W. R.M. of Minitonas	Construct Shoo-Fly & Bridge Approaches	44,683.59
486	1647	South of Kenville: East of Sec 23,26 & 35-34-28W. R.M. of Swan River 4.8 km	Preliminary Engineering	1,483.03
	1674	PR 488--West R.M. of Swan River 3.3 km	Right-of-Way	854.67
	1744	PR 586--East R.M. of Swan River 8.4 km	Preliminary Engineering	341.67
488 266 & 587	1738	Vicinity of Bowsman & Swan River, R.M of Minitonas 4.0 km	Base Course A.S.T.	247,163.80
489	1731	East of Garland River-- East of Sec 13-32-21W R.M. of Ethelbert & L.G.D. of Mountain 10.2 km	Preliminary Engineering	4,019.67
491	1597	PR 362--Trembowla Historical Site R.M. of Dauphin 9.3 km	Right-of-Way	35,120.75

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
507	1639	At Whitemouth River L.G.D. of Reynolds	Grade Bridge Approaches	$ 5,951.49
513	1721	North of Sec 24-34-7W-- East of Sec 28-32-7W Unorganized Territory & L.G.D. of Grahamdale 20.1 km	Preliminary Engineering	13,535.04
	1732	Anama Bay--East of Sec 2-35-6W Unorganized Territory 10.8 km	Grade Gravel	10,084.91
	1793	Gypsumville--Easterly L.G.D. of Grahamdale & Unorganized Territory 72.6 km	Calcium Chloride (72.6 km)	16,629.54
	1848	West Boundary of Dauphin Indian Reserve-- Sturgeon Bay Dauphin River Indian Reserve No. 48A 1.5 km	Grade (1.5 km) Gravel (1.5 km)	100,639.50
517	1725	PTH 7--Balmoral R.M. of Rockwood 7.7 km	Grade Gravel	13,783.54
519	1734	PTH 8--PTH 9 R.M. of Gimli 2.9 km	Right-of-Way	30,138.66
	1847	PTH 8--PTH 9 R.M. of Gimli 2.9 km	Grade (2.9 km) Base Course (2.9 km) A.S.T. (2.9)	579,541.13
520	1638	North of PR 211--PR 313 R.M. of Lac du Bonnet 5.9 km	Grade (5.9 km) Gravel (5.9 km) Clearing	25,166.03
	1826	PR 313--PR 211 R.M. of Lac Du Bonnet & L.G.D. of Pinawa 23.3 km	Gravel (23.3 km) Calcium Chloride (23.3 km)	28,542.56
523	1897	N. 17-4-1E. R.M. of Morris	Construct Bridge Detour	2,800.82
541	1678	South of Rock Lake R.M. of Roblin 4.8 km	Right-of-Way	6,536.29

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
566	1555	PR 359--PR 577 Unorganized Territory R.M. of Rossburn 7.2 km	Right-of-Way	$ 27,284.57
	1863	PTH 45--West Jct. PR 359 R.M. of Shoal Lake & Rossburn 6.2 km	Base Course (6.2 km) A.S.T. (6.2 km)	81,011.17
568	1690	PTH 83--Birdtail Creek R.M. of Birtle 6.9 km	Right-of-Way	2,768.21
577	1923	Vicinity of Rossman Lake Golf Course R.M. of Rossburn 0.8 km	Base Course (0.8 km) A.S.T. (0.8 km)	6,092.50
582	1800	PTH 5--North Limit of Sec. 9-23-17W R.M. of Ochre River 8.5 km	Calcium Chloride (8.5 km)	13,025.92
583	1631	PTH 83--Shell River Bridge R.M. of Shell River 2.1 km	Right-of-Way	3,587.23
584	1842	PR 591--North R.M. of Hillsburg 8.5 km	Right-of-Way	450.57
586	1536	PR 486--South R.M. of Swan River 6.6 km	Right-of-Way	78,462.31
	1745	PR 486--South R.M. of Swan River 6.6 km	Preliminary Engineering	607.06
586 & 603	1688	Vicinity of Durban R.M. of Swan River 2.2 km	Base Course (2.2 km) Bituminous Pavement (2.2 km)	139,086.48
587	1648	PR 268--West R.M. of Minitonas 4.8 km	Preliminary Engineering	11,200.39
588	1539	North of PTH 83-- South of PR 487 R.M. of Swan River 5.3 km	Right-of-Way	3,522.41

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
588	1675	Woody River--North R.M. of Swan River 6.0 km	Preliminary Engineering	$ 1,370.51
	1884	PTH 83--North R.M. of Swan River 6.0 km	Base Course (6.0 km) A.S.T. (6.0 km	202,564.10
594	1633	PTH 83--North Boundary R.M. of Shell River 7.2 km	Right-of-Way	30,027.17
601	1529	Alexander Access: Clyde Street--PR 250 R.M. of Whitehead 2.4 km	Preliminary Engineering	4,749.70
601 & 326	1846	In Arborg: Islandic River--North & East R.M. of Bifrost & Village of Bifrost 3.8 km	Preliminary Engineering	456.02
603	1869	Main Street & Mountain Ave Town of Winkler	Install Traffic Signals	39,902.72
607	1694	Erickson Access Village of Erickson 2.1 km	Bituminous Pavement	3,380.67
	1845	Fisher Branch Access L.G.D. of Fisher 2.6 km	Preliminary Engineering	7,542.17
611	1828	Killarney--Broadway Ave. from South Railway Street--PTH 3 R.M. of Turtle Mountain 2.1 km	Reconstruction & Overlay	27,098.16
614	1653	Rathwell Access R.M. of South Norfolk 0.6 km	Bituminous Pavement Gravel (0.6 km)	1,194.00
619	1801	PR 482--Shellmouth R.M. of Shellmouth 5.0 km	Calcium Chloride (5.0 km)	8,580.92

Table No. C3

Highway	Work Order No.	Location of Project	Nature of Work (km completed)	Expenditure
620	1582	St Laurent Access: South Boundary of Settlement --Lot 18 R.M. of St. Laurent 4.8 km	Preliminary Engineeing	$ 1,421.26
	1856	Cormorant & Moose Lake Roads Unorganized Territory	Calcium Chloride	37,025.64
622	1652	Winkler Access:South Railway Ave--Stanley Ave R.M. of Stanley 0.3 km	Bituminous Pavement Grade Base Course	78,784.05
629	1589	Angusville Access PTH 45--PR 476 R.M. of Silver Creek 1.3 km	Excavate Base Course A.S.T.	24,607.29
635	1741	Ruttan Lake Access-- S Indian Lake Ferry Site Unorganized Territory 49.6 km	Spot Grade Improvements	3,960.81
Shoal River Road	1649	West of Bell River--PTH 10 Unorganized Territory 10.7 km	Grade (10.7 km) Gravel (10.7 km)	287,191.19
	1891	Bell River & Steeprock River Unorganized Territory	Bridge Approaches	20,314.09
Cormorant Road	1572	Cormorant Lake Road: Unorganized Territory 6.4 km	Grade (6.4 km) Gravel (6.4 km)	292,961.24
Moose Lake Road	1854	PR 287--Moose Lake Settlement Unorganized Territory	Grade Repairs	3,341.62
Mallard Road	1634	PR 328--South of Section 32-34-15W Unorganized Territory 14.32 km	Right-of-Way	10,000.00
Leifur Road	1802	PTH 50--Sec 22-20-10W L.G.D. of Alonsa 5.6 km	Calcium Chloride (5.6 km)	8,234.19
Main Market Road	1737	Youngs Point Road: L.G.D. of Consol	Grade Install Culverts	57,736.84

Table No. C3

Highway No.	Work Order	Location of Project	Nature of Work (km completed)	Expenditure
Proposed Route	1635	Shellmouth--Saskatchewan Boundary R.M. of Shellmouth 2.3 km	Preliminary Engineering	$ 27,256.82
Namew Lake Road	1855	PTH 10--Namew Lake Unorganized Territory 24.9 km	Spot Grade Improvements	44,675.48
Sherridon Access Road	1901	PTH 10--Sherridon Unorganized Territory 77.0 km	Grade Gravel	286,143.65
Broadlands Road	1530	Maskwa River--East of Sec. 31-17-11E L.G.D. of Alexander 10.1 km	Right-of-Way	1,113.53
	1699	PR 304 Southeasterly L.G.D. of Alexander 18.0 km	Preliminary Engineering	24,225.09
Miscellaneous				
	1500	Various Highways	Right-of-Way	5,442.09
	1501	District 1	Engineering Expenses	46,979.26
	1502	District 2	Engineering Expenses	14,389.57
	1503	District 3	Engineering Expenses	12,537.21
	1504	District 4	Engineering Expenses	15,181.97
	1505	District 5	Engineering Expenses	4,532.54
	1506	District 6	Engineering Expenses	5,672.67
	1507	District 7	Engineering Expenses	28,324.08
	1508	District 8	Engineering Expenses	19,334.38
	1509	District 9	Engineering Expenses	21,227.15
	1510	District 10	Engineering Expenses	18,182.90
	1511	District 11	Engineering Expenses	16,092.49
	1512	District 12	Engineering Expenses	12,459.79

Table No. C3

Work Order	Highway No.	Location of Project	Nature of Work (km completed)	Expenditure
Miscellaneous				
1515	Various Highways		Engineering Audit Survey	$ 79,298.53
1573	Flin Flon--Lynn Lake	Unorganized Territory	Preliminary Engineering	10,618.64
1574	Vicinity of Selkirk	R.M. of St. Andrews, St. Clements & West St. Paul	Corridor Study	72,931.69
1813	Various Highways		Engineering Expenses	39,524.35
1850	Access to Cross Lake Settlement & Indian Reserve	Unorganized Territory 36.4 km	Grade Drainage	38,663.38
1859	Various Locations	Unorganized Territory	Stockpile Aggregates	186,179.83
1904	Winnipeg--Selkirk	Corridor Study R.M. of St. Andrews	Right-of-Way	130,282.43
	Various Work Orders Incidental Amounts			1,866.28
	Bridge Projects (for details see Table No. B1)		*2,283.5	3,364,055.40
				$39,114,521.62

*Nature of Work Completed in km

Bituminous Pavement	61.3
Calcium Chloride	1,103.1
Base Course	162.6
Grading	432.8
Gravelling	339.1
Concrete Pavement	--
Asphalt Surface Treatment	143.6
Seal Coat	41.0
	2,283.5

Table No. C6

WINTER TRUCK ROADS

CONSTRUCTION AND MAINTENANCE

APPROPRIATION 15-2B-1 & 15-2B-2

Work Order No.	Location	Project Kilometres	Description of Work	Expenditure
CWT 904	Split Lake - York Lake - Ilford	32	Construction & Maintenance	$ 61,786.59
908	South Bay - South Indian Lake	14	Construction & Maintenance	38,146.79
910			Consultant & Attorney - Payment	2,725.00
911	Gillam - Shamattawa	224	Construction & Maintenance	42,000.00
950	Hole River - Red Sucker Lake	814	Construction & Maintenance	1,805,574.95
951	Oxford House - God's Lake Narrows	36	Construction & Maintenance	69,955.22
952	Cross Lake - Oxford House	92	Construction & Maintenance	157,374.70
953	Oxford House - God's Lake Narrows	51.4	Construction & Maintenance	119,142.70
954	Split Lake - York Landing - Ilford	32	Construction & Maintenance	49,689.60
955	East Channel - Nelson River & Cross Lake - Oxford House	64	Construction & Maintenance	138,049.11
956	God's Lake Narrows - God's River	54	Construction & Maintenance	110,256.55

Table No. C6

Work Order No.	Location	Project Kilometres	Description of Work	Expenditure
CWT 957	Cross Lake - Oxford House	50	Construction & Maintenance	$ 89,205.07
988	Hole River - Red Sucker Lake	814	Construction & Maintenance	8,809.40
989	East Channel - Nelson River & Cross Lake - Oxford House	64	Construction & Maintenance	2,704.36
990	Oxford House - God's Lake Narrows	51.4	Construction & Maintenance	2,219.80
992	Cross Lake - Oxford House	92	Construction & Maintenance	710.28
993	Cross Lake - Oxford House	50	Construction & Maintenance	1,848.73
994	Oxford House - God's Lake Narrows	36	Construction & Maintenance	2,195.45
995	God's Lake Narrows - God's River	54	Construction & Maintenance	275.61
996	Split Lake - York Landing - Ilford	32	Construction & Maintenance	33.91
				*$2,702,703.82

*Appropriation Summary

15-2B-1	144,658.38
15-2B-2	2,558,045.44
	$2,702,703.82

MAINTENANCE CONTINGENCIES

PROVINCIAL TRUNK HIGHWAYS

APPROPRIATION 15-2A

Table No. M1

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
10	722	Red Deer River & Dawson Bay	Replace Culverts	$ 30,254.60
42	718	Birtle--West	Seal Wheel Paths	10,038.53
68	705	PR 278--PTH 5 23.5 km	Bituminous Repairs	53,572.51
	706	Lake Manitoba Narrows --PR 278 45.4 km	Bituminous Repairs	108,306.34
Misc.	717	East half of District Four	Repair Frost Boils	46,731.53
	721	Provincial Work Order	Advertise Access Road Policy	5,214.27
	723	Provincial Work Order	Advertise Snow Plow Safety Campaign	13,518.77
				267,636.55

MAINTENANCE SPECIAL PROJECTS

PROVINCIAL TRUNK HIGHWAYS

APPROPRIATION 15-2A

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
1	502	Navin Road--PTH 100	Concrete Repairs	$ 10,005.98
	503	PTH 100--Headingley 8.5 km	Rotomill & Seal Coat	115,259.10
	523	Virden--Oak Lake	Shoulder Edge Repair	15,612.16
	524	East Jct. PTH 83--West Jct. PTH 83 6.3 km	Bituminous Repairs	12,712.19
	526	PR 441--Sask. Bdry. 17.0 km	Bituminous Repairs	37,288.47
	536	1.6 km East of PR 350 --1.6 km West of PTH 34 17.2 km	Seal Coat Eastbound Lanes	159,913.22
	538	PR 248--Norquay Park 30.0 km	Repair Centerline Eastbound Lanes	25,556.41
	539	PTH 26--PTH 13 40.0 km	Replace Median Trees	22,382.92
	544	PTH 16--PTH 26 32.0 km	Concrete Repair	67,032.10
	545	3.2 km East of High Bluff --PTH 26 7.2 km	Rout and Crackfill Westbound Lanes	32,387.13
	546	PTH 16--West Interchange 6.4 km	Joint Repair Eastbound Lanes	48,589.46
	547	PTH 13--Norquay Beach 16.0 km	Rout and Crackfill Eastbound Lanes	29,823.25
	584	At PTH 12 Interchange	Rout and Crackfill Interchange	26,778.18
	585	Brokenhead River--PR 506 16.0 km	Rout and Crackfill Eastbound Lanes	40,545.71
	586	Brokenhead River--PTH 12	Bituminous Repairs Westbound Lanes	5,313.44
	642	1.6 km East of PR 350 --PR 351 29.6 km	Bituminous Repairs Westbound Lanes	21,689.48
	644	At West Hawk Scale	Repair Scale Approaches	18,325.25
	668	Brokenhead River --PTH 12	Bituminous Repairs Westbound Lanes	17,245.86

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
1	691	Elkhorn - Saskatchewan Boundary & Oak Lake --Griswold Eastbound 26.0 km	Bituminous Repairs	$ 7,305.90
1A	543	8th St.--Railway Tracks in Portage la Prairie 1.6 km	Bituminous Repairs	15,039.59
2	516	PTH 18--PTH 34	Bituminous Repairs	21,351.99
	518	PTH 10--PTH 22 23.5 km	Seal Coat	171,136.64
	598	PR 338--PR 240 13.0 km	Rout and Crackfill	68,055.10
3	599	PTH 13--PTH 23 14.5 km	Bituminous Repairs	17,412.88
	682	PTH 13--PR 336 21.0 km	Concrete Repairs	19,813.03
3 & 14	600	PTH 32--PTH 31 26.4 km	Bituminous Repairs	11,352.08
5	534	PR 253--PTH 23 14.8 km	Bituminous Repairs	37,054.08
	569	PTH 68 South 11.2 km	Rout and Crackfill	17,885.07
6	505	PTH 101--PR 334 13.8 km	Rout and Crackfill	39,407.30
	542	Warren Maintenance Yard	Chain Link Fence	4,938.32
	549	Minago River-- Sasaqui Rapids	Bituminous Levelling	50,219.38
	550	At Thompson	Repair Scale Site Approaches	12,787.41
	551	Sasaqui Rapids --Thompson	Bituminous Levelling	32,389.05
	610	Grand Rapids South	Mechanical Brushing	32,081.26
	611	Grand Rapids South 3.0 km	Drainage Improvements	26,162.46
	676	Jct. PR 239	Railway Crossing Improvement	33,341.78
	813	PR 513 South	Mechanical Brushing	13,844.81
7	512	Wpg.--2 kms North of PTH 101 3.6 km	Bituminous Repairs	13,484.38

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
7	617	PR 231--PTH 68 25.7 km	Bituminous Repairs	$ 20,882.36
8	616	Minerva Road--PTH 68	Bituminous Repairs	15,292.96
	649	Vicinity of PR 230	Concrete Repairs	16,224.48
	664	PR 229--PR 515 30.1 km	Bituminous Repairs	24,489.00
9	507	Winnipeg--PTH 44 16.2 km	Bituminous Repairs	30,871.24
	508	Winnipeg--PTH 44 4.3 km	Rotomill and Seal Coat	60,676.24
	618	Gimli South	Bituminous Repairs	18,974.11
9A	801	In Selkirk PTH 9--Pittsburgh Area	Concrete Repairs	18,993.12
10	557	PTH 39--Atik	Shoulder Restoration	13,440.20
	563	PTH 39--Flin Flon	Shoulder Restoration	16,714.38
	567	PTH 39--Flin Flon	Bituminous Levelling	33,523.10
	623	PR 268--PR 366 8.0 km	Bituminous Repairs	19,606.75
	624	PTH 77--Overflowing River 55.0 km	Bituminous Repairs	76,016.12
	630	Bowsman River-- N. of PR 268 21.0 km	Rout and Crackfill	29,720.74
	657	PTH 5--Riding Mountain Park 6.5 km	Rout and Crackfill	27,804.75
10A	695	City of Flin Flon 3.2 km	Bituminous Repairs	8,000.00
11	581	Elma--PR 506 8.8 km	Gravel Base Course and Dust Control	21,607.87
	596	PR 313--Great Falls 16.0 km	Bituminous Repairs	22,443.40
12	588	Steinbach--PR 210 19.0 km	Bituminous Repairs	$ 19,603.02

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
12	672	PR 317--PR 304 15.3 km	Bituminous Repairs	14,871.80
	677	PTH 15--South District Boundary 9.7 km	Bituminous Repairs	24,743.47
12 & 52	587	Thru Steinbach	Bituminous Repairs	11,620.20
13	537	PTH 1--South District Boundary 17.4 km	Bituminous Repairs	20,789.48
	601	PTH 3--3 km North of PR 305 13.0 km	Rout and Crackfill	35,731.29
15	647	Brokenhead River --Contour 16.5 km	Seal Coat	103,942.01
	660	In Dugald	Concrete Repairs	6,990.22
16	633	PR 470--PTH 21 Assiniboine River - West	Seal Wheel Paths	30,239.08
	636	East Jct. PR 254 --PR 474 11.3 km	Rout and Crackfill	49,827.25
	638	PR 352--PTH 5 PTH 10--PR 470	Bituminous Repairs	62,437.16
20	573	Dauphin--Dauphin Beach 11.3 km	Rout and Crackfill	19,130.87
	622	Camperville-- South Disrict Boundary 36.5 km	Seal Coat	222,792.71
	626	PTH 10--Camperville 36.7 km	Bituminous Repairs	10,017.17
21	519	PTH 2--PTH 1 18.2 km	Seal Coat	116,379.10
	520	PTH 2--South District Boundary 6.1 km	Seal Coat	42,100.85
	532	PTH 23--North District Boundary 10.9 km	Seal Coat	102,663.98
22	521	PTH 2--South District Boundary 11.1 km	Seal Coat	79,855.50

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
22	531	PTH 23--North District Boundary 9.8 km	Seal Coat	$ 59,871.53
23	603	PR 244--PTH 34 22.0 km	Bituminous Repairs	28,067.74
26	540	PR 248--Whitehorse Plains 32.0 km	Bituminous Repairs	38,112.05
32	604	PTH 14--U.S. Boundary 22.7 km	Bituminous Repairs	10,533.64
34	515	PTH 2--South District Boundary 7.9 km	Bituminous Repairs	53,778.23
34 & 23	692	Baldur, Pilot Mound Areas	Bituminous Repairs	72,728.91
41	632	PTH 16--PTH 42 18.2 km	Seal Coat	121,051.68
42 & 478	634	Birtle East	Seal Wheel Paths	31,590.91
44	580	PR 301--PR 307 30.2 km	Bituminous Repairs	80,437.46
	648	PR 214-- South Jct. PTH 12 25.7 km	Bituminous Repairs	29,030.04
	693	At Seddon's Corner	Install Weigh Scale	34,694.99
45	641	PTH 10--PR 470 37.1 km	Bituminous Repairs	29,529.60
59	802	PR 509--North 7.0 km	Rout and Crackfill	20,660.68
60	613	PTH 6--PR 327 43.6 km	Brush Spraying	16,492.95
68	571	Vicinity of Eddystone 1.0 km	Bituminous Repairs	6,444.98
	609	PTH 6--PR 512 16.0 km	Bituminous Repairs	19,606.64

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
68	612	PTH 6--PR 512 16.0 km	Mechanical Brushing	$ 19,744.26
	678	PTH 7--PR 512 48.3 km	Bituminous Repairs	14,093.29
	680	PTH 8--PTH 7 15.0 km	Bituminous Repairs	11,080.30
75	807	Jct. PTH 29	Upgrade Signing	11,496.49
77	625	PTH 10-- Saskatchewan Boundary 41.0 km	Seal Coat	240,512.79
83	575	PTH 5--PR 482 35.7 km	Rout and Crackfill	34,175.62
	627	Swan River--Kenville 15.0 km	Bituminous Repairs	10,185.67
	689	PTH 2--South District Boundary 3.2 km	Bituminous Repairs	14,229.98
100	509	St. Anne's Road-- PTH 1 East 8.8 km	Concrete Repairs	38,506.15
511	PR 241--PR 425 4.2 km		Rout and Crackfill North & Southbound Lanes	94,233.01
	696	PR 330--Waverley Street	Drainage Improvements	14,992.05
101	506	PTH 6--PTH 8 14.7 km	Concrete Repairs East & Westbound Lanes	79,292.52
	513	PR 425--PR 221	Concrete Repairs	14,003.67
Misc.	510	Tree Beds in District 12	Tree Bed Care	13,126.39
	514	District 12	Seal Coat Bridge Decks	56,693.85
	548	Emerson Park	General Maintenance	16,024.76
	558	Ponton Maintenance Yard	Construct Portable Scale Site	20,407.89
	560	The Pas Maintenance Yard	Waterline Installation	9,512.19
	577	Various Districts	Special Road-Side Clean-Up Campaign	66,562.92

Table No. M2

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
Misc.	578	Various Districts	Workman's Compensation	$ 313,698.26
	650	Various Districts	Hearing Conservation Program	30,702.34
	651	Various Districts	Advertise Spring Road Restrictions	18,975.45
	652	Various Districts	Mobilize Concrete & Routing Crews	51,170.01
	653	Various Districts	Mobilize Seal Coat Crews	14,078.36
	654	Various Districts	Repair Benkleman Beams	1,223.49
	659	District 12	Repair Concrete Blow-ups	38,340.95
	663	Ethelbert Maintenance Yard	Fence & Construct Storage Building	9,999.20
	684	District 11	Improve Fuel Storage Depot	19,668.56
	685	District 2	Improve Fuel Storage Depot	14,289.89
	686	District 3	Improve Fuel Storage Depot	9,483.30
	687	District 8	Improve Fuel Storage Depot	9,968.50
	688	District 7	Improve Fuel Storage Depot	5,387.42
	690	District 5	Install Panel Signs	7,560.08
	697	District 12	Stabilize Shoulders at Various Curves	15,186.53
	800	Sandy Lake Maintenance Yard	Improve Fuel Storage Depot	1,866.93
	808	Powerview	Construct Salt Bin	15,228.71
	811	Elm Creek Weigh Scale Site	Purchase Portable Weigh Scale	21,787.57
	812	Gypsumville Maintenance Yard	Construct Salt Bin	2,555.12
	814	Various Districts	Purchase Sleeper Trailers for Seal Coat Crew	122,728.62
				4,955,943.92

MAINTENANCE CONTINGENCIES Table No. M4

PROVINCIAL ROADS

APPROPRIATION 15-2A

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
254	709	Section 23-21-25W.	Install Heat Cable	$ 2,641.08
	712	Rossburn--South 8.0 km	Bituminous Repairs	8,228.00
308	719	E. Braintree--Section 15-5-16E. 30.0 km	Brush Cutting	9,762.56
328	713	Near Proulx Creek	Washout Repair	4,757.65
Misc.	707	East half of District 3	Remove Drift Soil from Ditches	199,063.24
	708	West half of District 3	Remove Drift Soil from Ditches	5,341.00
	710	District 2	Remove Drift Soil from Ditches	38,688.76
	711	District 6	Remove Drift Soil from Ditches	41,083.38
	714	District 12	Remove Drift Soil from Ditches	43,477.18
	715	District 7	Remove Drift Soil from Ditches	9,153.31
	716	West half of District 1	Remove Drift Soil from Ditches	6,139.70
	720	West half of District 1	Brush Cutting	19,907.74
				388,243.60

MAINTENANCE SPECIAL PROJECTS

PROVINCIAL ROADS

APPROPRIATION 15-2A

Table No. M5

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
200	593	PR 201--Emerson 18.0 km	Seal Coat	$116,482.99
204	643	North of PR 401--PTH 44 10.5 km	Rout and Crackfill	35,408.40
	698	Winnipeg--North of PR 401 7.0 km	Rout and Crackfill	31,368.52
205	803	PTH 75--PR 422 13.2 km	Rout and Crackfill	37,617.96
206	591	PR 311--PR 207 14.0 km	Bituminous Repairs	21,194.87
	670	PR 311--PR 207 14.0 km	Bituminous Repairs	12,739.21
207	589	Dufresne--East of Lorette 6.0 km	Bituminous Repairs	11,313.05
210	592	PR 206--PTH 59 13.0 km	Seal Coat	83,220.63
213	646	PR 206--PR 207 5.0 km	Dust Treat Shoulders	3,718.71
220	504	PTH 8--PTH 9 2.9 km	Rout and Crackfill	10,293.24
221	501	PTH 7--PR 334 14.8 km	Bituminous Repairs	81,487.81
	535	PR 334--PR 412 11.0 km	Bituminous Repairs	33,845.44
222	619	PTH 8--Arnes 11.6 km	Seal Coat	85,998.51
224	615	Dallas--Fisher Bay 15.0 km	Bituminous Repairs	25,627.35
241	805	PTH 1--North 5.0 km	Reshape and Dust Treatment	20,431.82
242	605	PTH 3--U.S. Boundary 24.6 km	Bituminous Repairs	4,451.57

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
245	607	PR 244--PR 242 10.0 km	Bituminous Repairs	$ 13,288.07
	608	PR 240--PR 244 14.5 km	Brush Spraying	3,372.60
	655	At South Jct. with PR 244 1.0 km	Bituminous Repairs	9,534.65
248 & 241	541	PTH 1--PTH 26 14.0 km	Bituminous Repairs	20,950.94
250	522	PR 349--10 km South 10.0 km	Bituminous Repairs	11,506.22
254	525	PTH 1--Oak Lake Beach 10.3 km	Seal Coat	85,120.80
	656	Rossburn--8 km South 8.0 km	Seal Coat	55,809.10
261	572	Vicinity of Amaranth	Drainage Improvements	24,292.51
262	637	PTH 16--PTH 10 18.0 km	Bituminous Repairs	29,402.05
	639	PR 564--PR 265 14.2 km	Seal Coat	87,085.51
267	574	PR 362--PTH 10 14.2 km	Seal Coat	99,416.30
270	804	PTH 1--PTH 25 14.6 km	Bituminous Repairs	11,394.00
276	568	PTH 5--PR 364 40.0 km	Bituminous Repairs	10,399.32
282	562	PTH 10--PR 283	Grade Repairs	8,959.49
302	594	PR 201--PTH 12 18.0 km	Seal Coat	106,039.15
	645	PTH 4--Springfield 10.0 km	Seal Coat	81,769.59
304	579	Town of Bissett	Drainage Improvements	11,083.27
	597	Manigotogan--Bissett	Mechanical Brushing	10,077.19
	602	Manigotogan--Bissett 8.0 km	Brush Spraying	7,485.31
	671	Manigotogan--Bissett 48.3 km	Clear Right-of-Way	35,823.64

Table No. M5

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
305	667	PTH 2--North District Boundary 5.0 km	Seal Coat	$ 34,306.79
307	582	PTH 11--PTH 44 57.0 km	Bituminous Repairs	59,941.39
311	590	PTH 12--PR 206 9.0 km	Bituminous Repairs	10,403.18
	669	PTH 12--PR 210 8.0 km	Bituminous Repairs	14,649.71
313	673	At Pointe Du Bois 4.0 km	Bituminous Repairs	23,864.92
317	595	PTH 11--PR 316 14.0 km	Bituminous Repairs	19,895.38
329	631	At Riverton 2.5 km	Seal Coat	29,173.78
330	665	PTH 100--LaSalle 10.0 km	Bituminous Repairs	22,106.26
336	683	PTH 3--South 8.0 km	Reshape and Gravel	47,101.74
351	517	West Jct. PTH 1--Carberry 17.2 km	Bituminous Repairs	41,377.76
363	576	PTH 83-- Saskatchewan Boundary 9.0 km	Bituminous Repairs	15,154.51
366	629	PTH 10--3 km South 3.0 km	Bituminous Repairs	9,304.30
373	583	Sea River Falls	Construct and Maintain Ice Bridge	13,698.22
	661	Pine Creek--Norway House 26.0 km	Grade Repair	46,408.80
	681	PTH 6--Minago River 69.0 km	Grade Repair	14,451.23
391	552	Leaf Rapids--Lynn Lake 104.1 km	Bituminous Levelling	39,659.71
	662	Leaf Rapids--Lynn Lake 104.1 km	Drainage Improvements	26,260.77
	694	Rat River--Suwannee River 68.0 km	Grade Repair	42,825.11

Table No. M5

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
394	556	Vandekerchove Lake --Co-op Point 50.0 km	General Maintenance	$ 7,497.11
419	614	PR 512--PTH 6 30.0 km	Picking Stones	14,223.54
478	635	West of Binscarth	Erosion Control	10,124.28
480	570	West of Laurier 1.0 km	Grade Repair	7,914.72
489	674	PR 271--PTH 20	Drainage Improvements	10,024.81
588	628	PR 487--PR 279	Repair Culverts	18,653.33
Misc.	527	Norway House Internal Roads 40.0 km	Summer Maintenance	79,334.20
	528	Norway House Internal Roads 40.0 km	Winter Maintenance	40,295.04
	529	International Peace Garden	General Maintenance	8,559.76
	533	District 4 10.5 km	Spot Seal Various Roads	81,657.75
	553	Churchill 8.5 km	Bituminous Repairs	5,574.69
	555	Norway House Internal Roads 23.0 km	Dust Control	62,071.79
	561	Manfor Roads	General Maintenance	58,330.24
	564	District 10	Hand Brushing	10,227.90
	565	District 10	Mechanical Brushing	40,678.23
	566	Manfor Access Road 1.0 km	Bituminous Levelling	28,430.65
	621	District 9	Mechanical Brushing	24,398.66
	658	Norway House Internal Roads 40.0 km	Drainage, Grade Improvements & Gravelling	66,199.61
	675	District 9	Gravel Various Roads	15,044.30

Table No. M5

Highway	Work Order No.	Location of Project	Nature of Work	Expenditure
Misc.	679	St. Laurent Access Road 7.7 km	Bituminous Repairs	$ 9,446.95
	699	District 7	Mechanical Brushing	48,995.67
	806	St. Pierre & Lorette Maintenance Yards	Repairs to Snowplow Sheds	6,404.60
				2,502,681.18

Table No. M7

MAINTENANCE EXPENDITURES
PROVINCIAL TRUNK HIGHWAYS AND PROVINCIAL ROADS
APPROPRIATION 15-2A

	Provincial Trunk Highways	Provincial Roads	Total
Summer Maintenance	$ 9,227,497.73	$15,818,946.65	$25,046,444.38
Winter Maintenance	8,920,640.55	8,659,915.44	17,580,555.99
Special Projects	4,955,943.92	2,502,681.18	7,458,625.10
Contingencies	267,636.55	388,243.60	655,880.15
Sub Total	23,371,718.75	27,369,786.87	50,741,505.62
Vacation and Sick Leave			3,328,852.25
Maintenance Management			360,331.08
Administrative Overheads			(35,817.53)
Materials Holding Account			32,056.49
Undistributed Retro-Active Wages			32,056.49
Total			$54,426,927.91

Table No. M8

MAINTENANCE

PROVINCIAL TRUNK HIGHWAYS

APPROPRIATION 15-2A

Highway	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
1	466.1	$1,240,686.29	$1,370,896.22	$2,611,582.51	$5,603
2	315.0	280,778.25	287,897.80	568,676.04	1,805
3	396.6	589,169.98	322,191.72	911,361.71	2,298
4	9.7	2,992.36	8,744.99	11,737.35	1,210
5	400.6	375,852.31	288,507.94	664,360.25	1,658
6	742.2	774,080.24	723,948.92	1,498,029.16	2,018
7	104.5	127,395.04	93,110.12	220,505.15	2,110
8	169.8	207,175.65	165,129.40	372,305.05	2,193
9	84.5	163,309.71	160,267.12	323,576.83	3,829
1A	30.7	118,484.38	199,076.48	317,560.86	10,344
10	723.3	743,214.61	829,381.73	1,572,596.34	2,174
11	146.7	126,947.65	147,789.39	274,737.04	1,873
12	259.4	371,273.49	427,311.69	798,585.18	3,079
13	50.4	42,929.78	57,640.48	100,570.25	1,995
14	50.3	46,689.82	52,783.39	99,473.21	1,978
15	75.5	68,314.88	103,586.11	171,900.98	2,277
16	260.8	285,127.94	182,868.77	467,996.71	1,794
17	122.3	163,447.29	74,081.52	237,528.81	1,942
18	55.3	43,056.81	40,093.82	83,150.62	1,504
19	5.0	5,706.31	1,623.16	7,329.47	1,466
20	170.0	185,066.75	146,410.32	331,477.07	1,950
21	176.2	200,256.38	94,714.34	294,970.71	1,674
22	20.9	17,332.07	28,343.60	45,675.67	2,185
23	266.3	367,919.61	253,022.30	620,941.90	2,332
24	80.6	42,292.98	44,182.68	86,475.66	1,073
25	28.2	32,076.04	19,541.51	51,617.55	1,830
26	64.4	70,353.33	68,264.47	138,617.80	2,152
27	2.9	9,238.54	13,822.54	23,061.08	7,952
29	0.5	2,607.43	6,957.43	9,564.85	19,130
3A	11.3	14,308.76	7,197.16	21,505.92	1,903
30	21.9	17,557.97	25,918.40	43,476.37	1,985
31	22.7	34,113.15	19,388.86	53,502.01	2,357
32	22.7	12,059.26	17,209.03	29,268.29	1,289
34	124.3	142,757.92	88,272.71	231,030.63	1,859
39	164.2	82,202.69	110,309.11	192,511.79	1,172
41	70.7	68,421.48	24,341.23	92,762.70	1,312
42	52.5	66,980.78	29,943.28	96,924.06	1,846

Table No. M8

Highway	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
44	119.0	$ 173,104.06	$ 256,185.49	$ 429,289.55	$3,607
45	106.2	80,781.80	45,648.01	126,429.81	1,190
49	1.6	933.40	2,057.67	2,991.07	1,869
5A	6.6	15,430.99	5,198.49	20,629.48	3,126
50	123.4	138,466.31	82,945.54	221,411.85	1,794
52	35.1	57,902.46	97,060.39	154,962.85	4,415
57	1.6	2,548.28	4,851.00	7,399.27	4,625
59	189.8	300,589.10	327,507.89	628,096.99	3,309
60	152.2	102,580.12	129,916.60	232,496.72	1,528
67	45.0	30,400.12	58,445.78	88,845.90	1,974
68	209.1	208,485.19	140,231.57	348,716.76	1,668
75	91.7	171,995.64	237,593.68	409,589.32	4,467
77	41.5	28,005.03	44,217.61	72,222.64	1,740
83	333.2	347,374.54	247,462.43	594,836.97	1,785
89	10.0	2,955.15	12,599.54	15,554.69	1,555
9A	7.7	27,069.11	87,481.94	114,551.05	14,877
10A	12.1	30,160.31	61,327.45	91,487.76	7,561
100	39.9	178,622.86	316,544.95	495,167.81	12,410
101	40.3	173,237.85	212,516.81	385,754.66	9,572
16A	9.0	10,215.91	14,098.66	24,314.57	2,702
20A	5.1	4,461.57	1,979.31	6,440.87	1,263
	7,349.1	9,227,497.73	8,920,640.55	18,148,138.27	2,469

*The "Cost per km" is rounded off to the nearest dollar and includes overheads

MAINTENANCE

PROVINCIAL ROADS

APPROPRIATION 15-2A

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
Other Roads	District 10	242.2	$149,402.10	$ 86,605.93	$ 236,008.03	$ 974
200	Emerson--P.T.H. No. 100	95.7	89,706.45	103,880.70	193,587.15	2,023
201	Piney--P.T.H. No. 34	233.5	318,691.38	191,179.60	509,870.98	2,184
202	Birds Hill--Lockport	15.0	9,801.90	6,535.75	16,337.65	1,089
203	Piney--Woodridge--P.T.H. No. 12	46.4	43,076.33	19,266.09	62,342.42	1,344
204	P.T.H. No. 101--East Selkirk	29.6	102,304.37	59,975.96	162,280.33	5,482
205	Sarto--Sperling	81.5	141,118.33	86,332.14	227,450.47	2,791
206	P.T.H. No. 52--Lockport	59.8	85,070.25	79,293.07	164,363.32	2,749
207	East of Ste. Anne--P.T.H. No. 1E.--P.R. No. 213	57.0	64,426.48	130,270.18	194,696.66	3,416
209	Vita--Emerson	44.6	35,649.67	53,249.80	88,899.47	1,993
210	P.T.H. No. 12--Ste. Anne--P.T.H. No. 75	112.8	167,000.50	152,845.76	319,846.26	2,836
211	Pinawa--P.T.H. No. 11	14.0	32,604.78	19,845.70	52,450.48	3,746
212	P.R. No. 206--East Selkirk	23.7	32,867.19	28,013.54	60,880.73	2,569
213	P.T.H. No. 12--P.T.H. No. 59	24.3	37,689.59	42,297.79	79,987.37	3,292
214	P.T.H. No. 44--Milner Ridge P.T.H. No. 11	25.9	19,601.27	17,289.81	36,891.08	1,424
215	Beausejour--P.T.H. No. 12	9.8	25,497.86	37,064.84	62,562.70	6,384
216	P.T.H. No. 59--New Bothwell	34.7	35,395.37	24,145.27	59,540.64	1,716

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
217	Rosa--St. Jean Baptiste	37.8	$ 57,504.34	$ 33,132.23	$ 90,636.56	$2,398
218	Ridgeville--St. Malo	29.4	39,228.70	15,591.06	54,819.76	1,865
220	P.T.H. No. 9--Oak Hammock Marsh	22.8	34,144.18	15,659.98	49,804.16	2,184
221	P.T.H. No. 101--Rosser--P.T.H. No. 26	48.0	77,440.54	62,854.89	140,295.43	2,923
222	Gimli--Riverton	42.7	33,376.68	28,582.54	61,959.22	1,451
224	P.R. No. 325--Fisher Bay	45.1	37,702.60	32,149.48	69,852.07	1,549
225	Whytewold--P.T.H. No. 8	6.3	4,112.66	12,051.48	16,164.14	2,566
226	P.T.H. No. 68--P.R. No. 233	18.1	15,935.58	8,463.21	24,398.79	1,348
227	Warren--Westbourne	69.0	135,369.88	38,434.34	173,804.23	2,519
229	Winnipeg Beach--Clarkleigh	76.1	79,691.33	45,816.87	125,508.20	1,649
230	P.T.H. No. 27--Selkirk	10.6	12,423.57	28,509.47	40,933.04	3,862
231	Gimli--Narcisse	38.8	24,618.16	17,255.71	41,873.87	1,079
232	Matlock--Winnipeg Beach	10.0	12,765.15	9,179.15	21,944.30	2,194
233	P.T.H. No. 8--Fisher Branch	53.4	65,471.69	28,313.37	93,785.06	1,756
234	Riverton--Matheson Island	93.5	221,290.25	31,812.94	253,103.18	2,707
236	P.T.H. No. 101--Balmoral	35.4	70,009.74	15,401.64	85,411.38	2,413
237	Moosehorn--Spearhill	8.7	43,057.54	15,396.46	58,453.99	6,719
238	The River Road--Lockport	10.9	9,795.88	26,600.04	36,395.92	3,339
239	Grahamdale--Steep Rock	20.1	13,375.44	7,353.77	20,729.20	1,031
240	Darlingford--Delta	123.6	210,655.35	91,800.32	302,455.67	2,447
241	P.T.H. No. 100--St. Eustache	43.9	80,149.22	90,045.71	170,194.93	3,877
242	Snowflake--Lake Manitoba	153.7	244,720.77	91,773.95	336,494.72	2,189
243	Emerson--Brown	74.8	129,619.66	49,305.96	178,925.62	2,392
244	Manitou--North Rathwell	66.5	74,802.62	54,726.19	129,528.81	1,948
245	Carman--P.T.H. No. 5	96.2	98,569.65	92,978.48	191,548.12	1,991

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
246	St. Joseph--P.T.H. No. 75--P.R. No. 200	53.3	$ 63,066.86	$ 34,688.18	$ 97,755.04	$1,834
247	P.T.H. No. 75--Elm Creek	64.6	153,140.32	75,230.77	228,371.09	3,535
248	Rosenort--P.T.H. No. 6	142.7	166,233.93	119,226.35	285,460.27	2,000
249	P.T.H. No. 26--Macdonald	29.6	50,039.94	14,182.67	64,222.61	2,170
250	Souris--Rivers--P.R. No. 359	127.8	134,448.51	61,403.29	195,851.80	1,532
251	Goodlands--Saskatchewan Boundary	57.6	40,452.46	21,270.25	61,722.72	1,072
252	P.T.H. No. 3--Reston--Hargrave	83.6	59,220.69	14,073.64	73,294.33	877
253	Pilot Mound--P.T.H. No. 18	61.4	28,454.61	14,045.01	42,499.61	692
254	P.R. No. 251--Oak Lake--P.T.H. No. 83	260.1	253,578.29	90,006.42	343,584.71	1,321
255	Oak Lake Resort--Saskatchewan Boundary	52.6	60,611.99	10,632.61	71.244.60	1,354
256	United States Boundary-Elkhorn-McAuley	158.6	192,638.96	46,061.07	238,700.03	1,505
257	Virden--Saskatchewan Boundary	37.3	41,677.38	11,813.99	53,491.37	1,434
259	Wheatland--Virden	56.3	74,786.82	33,560.16	108,346.98	1,924
260	P.T.H. No. 16--Alonsa	72.9	72,855.77	23,173.76	96,029.52	1,317
261	Amaranth--Riding Mountain	52.8	38,373.90	20,742.05	59,115.95	1,120
262	Junction P.T.H. Nos. 10 & 24--Riding Mountain National Park	62.6	68,549.01	28,163.05	96,712.06	1,545
263	Scandinavia--P.R. No. 270	29.5	50,973.01	8,688.29	59,661.30	2,022
265	Lake Manitoba--Clanwilliam	93.0	103,551.92	26,079.37	129,631.29	1,394
266	Bowsman--Birch River	23.8	35,844.13	12,608.42	48,452.55	2,036
267	P.T.H. No. 20--Sifton--P.R. No. 366	50.8	104,253.32	18,951.94	123,205.27	2,425
268	P.T.H. No. 10--Birch River	45.5	31,863.57	47,679.02	79,542.59	1,748
269	P.R. No. 490--Ethelbert	68.5	94,382.91	47,763.72	142,146.64	2,075
270	P.T.H. No. 1W.--Basswood--P.R. No. 263	88.8	102,927.28	36,525.64	139,452.92	1,570

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
271	P.T.H. No. 20--Pine River	32.3	$ 50,271.40	$ 26,582.06	$ 76,853.46	$2,379
272	Camperville--Duck Bay	21.6	10,595.82	17,223.37	27,819.19	1,288
273	Fishing River--P.T.H. No. 10	24.0	33,514.11	10,508.80	44,022.91	1,834
274	P.T.H. Nos. 5 & 10--Gilbert Plains --Ethelbert	88.5	82,368.06	73,860.10	156,228.16	1,765
275	Swan River--Saskatchewan	23.3	17,404.90	17,371.05	34,775.95	1,493
276	Ste. Rose du Lac--Skownan	114.4	102,398.98	82,277.29	184,676.27	1,614
278	P.T.H. No. 50--Shergrove	41.7	24,101.54	17,785.96	41,887.50	1,004
279	Bowsman--Whitefish Lake	32.8	19,161.24	14,097.77	33,259.01	1,014
280	P.R. No. 391--Gillam	291.9	410,446.13	226,789.24	637,235.37	2,183
282	Westray--Carrot River	23.8	31,611.01	8,948.67	40,559.68	1,704
283	The Pas--Saskatchewan Boundary	39.8	30,302.90	17,788.79	48,091.69	1,208
285	Rahl's Island--The Pas	15.3	50,877.27	26,502.52	77,379.79	5,058
287	Clearwater Lake--P.T.H. No. 10	19.0	27,212.25	10,570.41	37,782.66	1,989
289	P.R. No. 285--Grace Lake	3.9	5,830.13	6,900.10	12,730.23	3,264
290	P.R. No. 280--Limestone	20.8	20,849.05	12,687.10	33,536.15	1,612
291	Flin Flon--Channing Lake	4.5	17,961.01	3,600.96	21,561.97	4,792
300	St. Anne's Road	5.3	3,218.76	8,301.79	11,520.55	2,174
301	Falcon Lake--West Hawk Lake	11.6	16,806.75	17,184.58	33,991.33	2,930
302	P.R. No. 201--Beausejour	106.4	177,015.92	59,949.44	236,965.36	2,227
303	La Broquerie--P.R. No. 200	49.5	95,489.32	69,961.45	165,450.77	3,342
304	P.T.H. No. 59--Wadhope	199.3	230,874.38	140,880.71	371,755.09	1,865
305	P.T.H. No. 59--Ste. Agathe-- Junction P.T.H. Nos. 1 & 16	150.4	279,795.94	96,409.67	376,205.61	2,501
306	P.T.H. No. 15--P.T.H. No. 59	42.3	68,365.59	17,395.48	85,761.07	2,027
307	P.T.H. No. 44--Seven Sisters Falls	78.1	36,705.74	74,171.24	110,876.98	1,420

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
308	Sprague--East Braintree	102.3	$116,000.82	$ 58,151.03	$174,151.85	$1,702
309	P.R. No. 307--Big Whiteshell Lake	12.2	2,340.98	20,789.02	23,130.00	1,896
310	United States Boundary--South Junction	4.0	4,644.37	5,012.79	9,657.16	2,414
311	Blumenort--P.R. No. 302	45.5	44,472.12	82,983.01	127,455.13	2,801
312	Caddy Lake--P.T.H. No. 44	5.5	11,991.86	8,374.12	20,365.98	3,703
313	Pointe du Bois--P.T.H. No. 11	39.8	50,582.97	36,673.26	87,256.23	2,192
314	P.R. No. 315--Wadhope	74.1	98,084.99	19,702.59	117,787.58	1,590
315	P.R. No. 313--Bird Lake	59.7	67,292.13	34,997.48	102,289.61	1,713
316	P.T.H. No. 44--Lowland	23.7	29,100.76	8,443.17	37,543.93	1,584
317	Lac du Bonnet--P.T.H. No. 59	50.2	29,364.47	59,797.92	89,162.39	1,776
318	Otterburne--Niverville	11.9	24,118.91	5,216.61	29,335.52	2,465
319	P.T.H. No. 59--Patricia Beach	6.0	9,095.35	3,317.96	12,413.31	2,069
320	Selkirk--Breezy Point	18.0	40,306.50	24,968.00	65,274.50	3,626
321	P.R. No. 220--Gross Lake	29.0	52,458.60	23,218.90	75,677.49	2,610
322	Grosse Isle--P.R. No. 415	41.3	48,405.68	8,997.52	57,403.20	1,390
323	P.T.H. No. 7--Argyle--P.R. No. 248	31.3	97,880.05	24,632.12	122,512.17	3,914
324	Camp Morton--Rembrandt	19.6	23,239.51	3,467.63	26,707.14	1,363
325	P.R. No. 234--Ashern--P.T.H. No. 68	125.9	205,061.32	34,790.20	239,851.52	1,905
326	Arborg--P.R. No. 233	16.3	27,307.99	13,831.61	41,139.59	2,524
327	P.T.H. No. 60--Easterville	21.2	7,284.56	3,377.47	10,662.03	503
328	Gypsumville--Waterhen River	63.8	73,103.15	11,952.33	85,055.48	1,333
329	Riverton--Broad Valley	47.9	55,736.31	45,920.09	101,656.40	2,122
330	Morris--P.T.H. No. 100	47.3	87,574.51	31,487.46	119,061.96	2,517
331	Fortier--Portage la Prairie	28.0	32,042.71	31,702.87	63,745.57	2,277
332	Rosenfeld--Dacotah	79.4	176,242.70	50,891.34	227,134.03	2,861
334	Domain--P.T.H. No. 6	57.9	113,070.95	53,054.16	166,125.11	2,869

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
336	P.R. No. 201--North of Sperling	54.4	$134,889.22	$ 27,803.31	$162,692.54	$2,991
338	Thornhill--Haywood--P.R. No. 331	90.0	150,551.93	54,240.07	204,792.01	2,275
340	P.T.H. No. 3--Douglas	101.2	98,262.69	49,577.81	147,840.49	1,461
341	Lena--Horton	34.0	23,301.44	8,312.10	31,613.54	930
342	Clearwater--Cypress River	49.8	61,065.80	10,618.17	71,683.97	1,439
343	P.T.H. No. 10--Dand	36.2	21,842.52	3,370.12	25,212.64	696
344	Dunrea--Wawanesa--Brandon	79.8	97,609.69	75,300.41	172,910.09	2,167
345	P.T.H. No. 21--Saskatchewan Boundary	65.2	57,977.66	12,597.12	70,574.78	1,082
346	Wakopa--Nesbitt	58.8	32,084.96	30,063.86	62,148.82	1,057
347	P.R. No. 348--Hartney	40.5	42,321.46	10,731.22	53,052.68	1,310
348	Boissevain--P.R. No. 349	69.2	35,788.97	17,710.66	53,499.63	773
349	P.T.H. No. 10--South of Griswold	36.4	37,320.44	7,304.02	44,624.45	1,226
350	P.T.H. No. 34--MacGregor--Woodside	70.2	125,983.42	35,648.27	161,631.69	2,302
351	Sidney--Camp Hughes	35.2	25,858.92	28,112.56	53,971.48	1,533
352	P.T.H. No. 34--Edrans--Birnie	92.4	147,571.91	31,605.87	179,177.78	1,939
353	P.T.H. No. 34--Brookdale--P.T.H. No. 10	67.1	80,273.26	21,540.65	101,813.92	1,517
354	P.T.H. No. 21--Strathclair--P.R. No. 359	92.3	107,416.81	24,462.55	131,879.36	1,429
355	Minnedosa--Beulah	85.7	123,117.84	28,049.27	151,167.11	1,764
357	Birnie--Erickson	35.6	32,455.53	10,131.88	42,587.41	1,196
359	P.R. No. 270--P.T.H. No. 16	98.1	111,083.91	42,479.76	153,563.67	1,565
360	McCreary--P.T.H. No. 68	37.0	40,215.61	8,556.86	48,772.47	1,318
361	McCreary--Mt. Agassiz Ski Resort	6.8	9,948.80	2,000.82	11,949.62	1,757
362	Dauphin--Sifton--P.R. No. 273	39.1	51,007.76	22,788.93	73,796.69	1,887
363	P.T.H. No. 83--Saskatchewan Boundary	8.9	20,397.70	5,234.14	25,631.84	2,880

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
364	Rorketon--Winnipegosis	47.8	$ 82,968.66	$ 62,932.73	$ 145,901.39	$3,052
365	P.T.H. No. 10--Steeprock River	29.6	28,231.49	12,187.06	40,418.55	1,365
366	Inglis--Grandview--Birch River	222.2	252,927.36	117,575.92	370,503.29	1,667
367	Garland--P.T.H. No. 83	81.7	60,922.32	52,826.66	113,748.98	1,392
373	P.T.H. No. 6--Norway House	166.8	331,365.51	73,403.41	404,768.92	2,427
375	Paint Lake--P.T.H. No. 6	6.0	6,798.01	9,065.62	15,863.63	2,644
391	Thompson--Lynn Lake (Nelson House Road--Ruttan Lake Road excluded)	322.6	435,778.06	398,701.31	834,479.37	2,587
392	P.T.H. No. 39--Snow Lake	42.8	29,868.13	38,694.27	68,562.40	1,602
393	P.R. No. 392--Osborne Lake	19.0	13,279.74	9,080.70	22,360.44	1,177
394	Lynn Lake--Co-Op Point	101.0	56,913.69	49,353.41	106,267.09	1,052
395	Snow Lake--Chisel Lake	13.0	22,810.69	14,465.35	37,276.03	2,867
396	Lynn Lake--Dunphy Lakes	45.4	6,626.83	14,355.57	20,982.39	462
397	Lynn Lake--Eldon Lake	5.5	1,630.67	25,972.62	27,603.28	5,019
398	P.R. No. 394--Berge Lake	1.8	826.15	0	826.15	459
400	P.R. No. 217--Dufrost	11.6	27,778.58	2,063.23	29,841.81	2,573
401	Hoddinott Road	3.1	4,724.26	4,921.21	9,645.47	3,111
402	Sundown--P.T.H. No. 12	10.1	13,482.48	2,132.70	15,615.18	1,546
403	P.R. No. 216--St. Malo	7.6	15,923.34	11,823.10	27,746.44	3,651
404	P.T.H. No. 12--East of Marchand	24.1	23,502.10	10,917.43	34,419.53	1,428
405	P.R. No. 206--Ile des Chenes--P.R. No. 200	16.4	42,178.12	28,140.60	70,318.72	4,288
406	Elma--Whitemouth	9.0	24,321.83	36,858.85	61,180.68	6,798
407	P.R. No. 202--Henderson Highway	3.7	7,642.16	1,328.14	8,970.30	2,424
408	P.T.H. No. 11--Seven Sisters Falls	13.7	38,204.56	24,907.61	63,112.16	4,607
409	P.T.H. No. 101--P.R. No. 220	4.7	5,082.55	1,301.07	6,383.62	1,358
410	St. Andrews Church--P.T.H. No. 8	7.1	9,846.09	7,449.78	17,295.87	2,436

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
411	P.T.H. No. 6--St. Ambroise	22.9	$ 38,121.29	$ 3,597.76	$ 41,719.05	$1,822
412	P.T.H. No. 26--Warren	18.7	24,513.51	9,096.61	33,610.12	1,797
413	Petersfield--Gunton	19.8	25,400.29	12,051.04	37,451.33	1,891
414	P.R. No. 411--Lake Francis	11.6	19,239.56	5,235.73	24,475.29	2,110
415	Teulon--St. Laurent	60.5	77,201.03	26,349.01	103,550.04	1,712
416	P.R. No. 415--Inwood	14.8	17,629.42	1,836.56	19,465.98	1,315
417	Eriksdale--Lake Manitoba	24.6	39,972.11	5,545.43	45,517.54	1,850
418	Lake Manitoba--West of Mulvihill	29.1	32,658.42	9,224.45	41,882.87	1,439
419	Chatfield--Lake Manitoba	62.1	83,080.96	15,918.22	98,999.18	1,594
420	P.T.H. No. 75--La Salle	11.9	19,681.55	15,865.28	35,546.83	2,987
421	P.T.H. No. 75--South of Altona	20.6	10,372.76	11,847.39	22,220.15	1,079
422	P.T.H. No. 23--Rosenort P.O.	11.6	14,194.94	3,974.32	18,169.26	1,566
423	P.R. No. 244--Crystal City	37.5	62,584.55	33,818.48	96,403.02	2,571
424	P.T.H. No. 2--P.R. No. 241	10.2	9,273.47	6,998.42	16,271.89	1,595
425	Saskatchewan Avenue	6.0	14,596.69	28,343.36	42,940.05	7,157
426	P.T.H. No. 1W.--Poplar Point	25.3	34,958.02	10,885.77	45,843.79	1,812
427	Wilkes Avenue--West	12.8	18,412.03	32,932.56	51,344.58	4,011
428	Winkler--Roland	18.3	33,072.47	7,270.59	40,343.05	2,205
430	P.T.H. No. 1W.--St. Ambroise	38.8	53,289.35	14,353.72	67,643.06	1,743
431	St. Leon--P.T.H. No. 23	5.0	4,306.76	12,426.66	16,733.42	3,347
432	P.R. No. 201--Rosebank	37.5	34,780.04	33,803.57	68,583.61	1,829
433	Wendigo Road	19.6	45,526.05	17,977.87	63,503.92	3,240
434	P.T.H. No. 3--L. Minnewasta	1.4	77.80	37.90	115.70	83
435	P.T.H. No. 12--P.R. No. 212	42.3	68,045.80	27,696.58	95,742.38	2,263
440	P.R. No. 253--Mariapolis	19.2	15,286.75	4,805.42	20,092.17	1,046
441	P.T.H. No. 83--Elkhorn	13.8	8,311.28	3,823.55	12,134.83	879

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
442	Mather--P.R. No. 342	19.2	$ 19,777.18	$ 6,599.64	$ 26,376.82	$1,374
443	Ninga--Boissevain	13.4	17,878.25	17,211.42	35,089.67	2,619
444	William Lake--P.R. No. 341	8.4	8,024.34	1,339.18	9,363.52	1,115
445	Melita--Saskatchewan Boundary	29.3	22,881.84	10,184.84	33,066.68	1,129
446	Max Lake--P.T.H. No. 3	12.1	5,467.74	1,495.65	6,963.39	575
447	P.R. No. 254--Napinka--P.T.H. No. 83	20.1	14,366.27	5,251.56	19,617.83	976
448	P.R. No. 343--Elgin	11.6	7,156.32	2,060.53	9,216.85	795
449	P.R. No. 245--Holland	16.4	22,347.47	10,887.59	33,235.06	2,027
450	United States Boundary--Whitewater	20.8	43,202.85	8,873.62	52,076.47	2,504
451	Treesbank--P.R. No. 344	5.0	6,724.87	1,499.94	8,224.81	1,645
452	Waskada--Napinka	24.8	10,734.24	6,738.10	17,472.34	705
453	Rounthwaite--P.T.H. No. 10	11.4	9,842.31	1,697.35	11,539.66	1,012
454	P.R. No. 346--West of Souris	9.8	13,184.84	6,719.78	19,904.61	2,031
455	P.T.H. No. 1W.--P.T.H. No. 21	11.3	17,129.71	440.71	17,570.42	1,555
457	P.R. No. 340--Brandon	16.7	9,289.92	9,268.16	18,558.08	1,111
458	P.R. No. 251--Melita	19.8	15,145.51	3,197.75	18,343.26	926
459	Brandon--P.T.H. No. 1W.	9.8	10,123.33	6,874.58	16,997.91	1,734
460	Gladstone--P.R. No. 265	20.0	57,429.79	10,742.60	68,172.39	3,409
461	P.R. No. 242--P.T.H. No. 34	17.5	35,782.51	8,919.56	44,702.07	2,554
462	P.R. No. 265--Glenella--P.T.H. No. 5	57.1	71,721.47	24,863.23	96,584.70	1,692
463	P.T.H. No. 21--P.R. No. 254	3.7	4,659.16	392.79	5,051.95	1,365
464	P.T.H. No. 1W.--Brookdale--P.T.H. No. 16	37.7	44,823.87	5,727.33	50,551.20	1,341
465	P.T.H. No. 5--Rapid City Junction	29.4	18,291.24	8,344.65	26,635.89	906
466	P.R. No. 355--P.R. No. 357	35.6	34,480.99	20,848.81	55,329.80	1,554
467	South of Miniota--Saskatchewan Boundary	32.8	29,309.08	10,255.82	39,564.90	1,206

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
468	Chater--North of Moore Park	33.1	$ 42,041.12	$ 7,212.96	$ 49,254.07	$1,488
469	P.R. No. 354--Hamiota--P.R. No. 254	26.5	51,902.52	21,405.01	73,307.53	2,766
470	Hamiota--P.R. No. 250	69.5	70,449.29	45,753.99	116,203.28	1,672
471	Neepawa--P.R. No. 250	30.9	33,192.03	12,492.23	45,684.26	1,478
472	P.T.H. No. 16--Vista	17.2	18,184.14	8,830.89	27,015.03	1,571
473	P.T.H. No. 10--Newdale	19.6	20,732.67	15,960.42	36,693.09	1,872
474	Arrow River--Solsgirth	44.7	54,677.61	7,410.82	62,088.43	1,389
475	Foxwarren--P.T.H. No. 41	8.4	10,778.00	2,265.22	13,043.22	1,553
476	P.T.H. No. 16--Angusville--P.R. No. 254	36.0	74,815.71	29,505.70	104,321.42	2,898
477	P.T.H. No. 21--P.R. No. 254	11.6	11,786.86	3,588.69	15,375.55	1,325
478	Saskatchewan Boundary--Binscarth--North of Inglis	89.3	97,524.71	51,159.15	148,683.86	1,665
479	Angusville--P.T.H. No. 41	18.0	17,691.13	21,263.42	38,954.55	2,164
480	P.T.H. No. 5--Makinak--Dauphin Lake	61.7	77,360.96	27,898.99	105,259.95	1,706
481	Crane River--P.R. No. 364	43.8	37,467.29	10,796.11	48,263.40	1,102
482	P.T.H. No. 83--Dropmore--P.T.H. No. 5	46.7	27,857.99	17,921.59	45,779.58	980
483	Merridale--P.T.H. No. 83	19.0	24,327.34	12,030.26	36,357.60	1,914
484	P.T.H. No. 5--North of Makaroff	33.0	37,325.90	17,198.56	54,524.46	1,652
485	P.R. No. 366 (South of Minitonas)--P.R. No. 486	16.4	40,751.87	19,393.37	60,145.24	3,667
486	P.R. No. 586 (South of Durban)--P.T.H. No. 83	26.9	47,108.81	27,652.57	74,761.38	2,779
487	Kenville--P.R. No. 588	15.1	25,826.98	8,969.66	34,796.64	2,304
488	P.R. No. 486--P.T.H. No. 10 (East of Swan River)	21.6	40,062.79	19,446.02	59,508.81	2,755
489	Garland--P.T.H. No. 20	50.0	62,101.09	22,663.08	84,764.16	1,695

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
490	P.R. No. 481 (West of Toutes Aides)--P.R. No. 269	12.9	$ 11,824.86	$ 1,942.00	$ 13,766.86	$1,067
491	P.R. No. 362 Cross of Freedom	9.2	14,398.33	3,038.78	17,437.11	1,895
500	P.T.H. No. 12 (North Jct.--South Jct.)	11.7	15,128.09	6,916.62	22,044.71	1,884
501	Ross--P.T.H. No. 1E.	26.2	41,729.03	31,267.15	72,996.17	2,786
502	Lac du Bonnet--P.R. No. 313--P.T.H. No. 11	9.0	17,102.93	29,845.86	46,948.79	5,217
503	P.R. No. 308--P.T.H. No. 1E.	34.6	16,721.04	6,958.89	23,679.92	684
504	Victoria Beach--Lake Winnipeg	2.3	467.96	2,015.81	2,483.77	1,080
505	Whitemouth River--P.R. No. 503	5.1	2,993.69	461.82	3,455.51	678
506	Prawda--P.T.H. No. 11--P.T.H. No. 1E.	49.1	51,885.71	20,739.89	72,625.60	1,479
507	P.R. No. 506--Medika	4.0	7,577.05	1,538.16	9,115.21	2,279
508	East Selkirk--St. Peters Church	12.8	4,327.78	9,001.14	13,328.92	1,041
509	P.T.H. No. 59--P.R. No. 204	1.6	369.84	2,133.86	2,503.70	1,565
510	P.T.H. No. 44--P.R. No. 435	8.2	15,980.14	8,633.66	24,613.80	3,002
511	P.R. No. 518--Oak Point	20.0	24,865.89	19,602.07	44,467.96	2,223
512	P.R. No. 419--P.T.H. No. 68	15.6	4,656.28	1,771.81	6,428.09	412
513	P.T.H. No. 6--Gypsumville--Anama Bay	82.7	94,693.03	15,912.61	110,605.64	1,337
514	P.T.H. No. 68--South of Ashern	29.5	44,566.56	25,871.39	70,437.95	2,388
515	Clandeboye--P.T.H. No. 8	5.0	2,730.17	5,407.59	8,137.75	1,628
516	P.R. No. 329--Shorncliffe	14.8	17,418.65	7,084.46	24,503.10	1,656
517	Balmoral--P.R. No. 322	16.4	31,018.45	9,030.43	40,048.88	2,442
518	Woodlands--P.R. No. 229	38.3	39,786.93	8,867.08	48,654.01	1,270
519	Sandy Hook--P.T.H. No. 8	2.7	5,593.06	1,482.31	7,075.37	2,621
520	P.R. No. 211--P.R. No. 313	14.5	384.94	5,467.01	5,851.95	404
521	Rosengart--P.T.H. No. 32	5.1	9,804.55	1,302.19	11,106.74	2,178
522	Halbstadt Road	6.6	11,896.27	1,667.31	13,563.58	2,055

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
523	P.T.H. No. 75--Sewell--P.R. No. 332	15.3	$ 25,973.25	$ 22,676.04	$ 48,649.29	$3,180
524	Blumenort--P.R. No. 243	3.2	2,698.35	136.05	2,834.40	886
525	United States Boundary--P.R. No. 308	9.7	4,457.41	1,935.58	6,392.99	659
526	P.T.H. No. 26--North of High Bluff	6.3	5,356.34	5,436.15	10,792.49	1,713
528	Kaleida--P.T.H. No. 3	7.1	5,759.76	2,139.26	7,899.02	1,113
530	P.T.H. No. 23--Bruxelles	10.0	5,081.15	1,650.81	6,731.96	673
532	Mariapolis--P.R. No. 245	11.6	17,201.50	4,848.75	22,050.24	1,901
541	North of Mather--P.T.H. No. 5	15.8	7,148.16	2,249.06	9,397.22	595
542	P.R. No. 257--P.T.H. No. 1	21.2	25,439.66	2,208.40	27,648.06	1,304
543	P.T.H. No. 21 (South of Griswold)--P.R. No. 254	11.6	11,927.24	1,914.49	13,841.73	1,193
545	P.T.H. No. 41 (South of St. Lazare)--Saskatchewan Boundary	8.9	12,346.11	1,399.56	13,745.67	1,544
547	P.R. No. 482--Saskatchewan Boundary	3.2	363.42	355.48	718.90	225
561	Justice--Forrest	11.6	14,513.65	2,112.17	16,625.82	1,433
563	P.T.H. No. 10--P.R. No. 270--(North of Rapid City)	6.6	9,119.73	7,096.34	16,216.07	2,457
564	Minnedosa--Bethany	13.2	13,439.28	4,952.68	18,391.95	1,393
565	P.T.H. No. 41 (South of McAuley)--Saskatchewan Boundary	5.0	5,724.38	12,411.53	18,135.91	3,627
566	Oakburn--P.R. No. 359	22.2	28,310.72	14,256.04	42,566.75	1,917
567	Lynch's Point--P.T.H. No. 50	7.6	10,106.83	8,385.67	18,492.50	2,433
568	P.T.H. No. 83--Wattsview -P.R. No. 475	30.1	29,834.20	20,881.55	50,715.75	1,685
569	Lake Manitoba--P.T.H. No. 50	5.8	7,599.43	3,256.63	10,856.06	1,872
571	P.T.H. No. 41 (North of McAuley)--Saskatchewan Boundary	6.6	14,352.37	1,575.18	15,927.55	2,413

Table No. M9

Provincial Road	Location	Kilometres	Summer Expenditure	Winter Expenditure	Total Expenditure	*Cost per km
573	Lake Manitoba--P.T.H. No. 59--(South of Embury)	8.2	$ 2,723.37	$ 3,770.40	$ 6,493.77	$ 792
575	P.R. No. 260--Birnie	25.6	27,767.13	8,343.90	36,111.03	1,411
577	P.R. No. 566--North of Rossburn	24.8	25,167.94	10,335.31	35,503.25	1,432
579	P.T.H. No. 83--Millwood--P.R. No. 478	26.4	33,233.60	18,043.17	51,276.77	1,942
581	Ste. Amelie--P.T.H. No. 5	8.2	16,617.50	3,687.83	20,305.33	2,476
582	Makinak--Ochre River	16.4	23,278.84	3,921.76	27,200.60	1,659
583	Shevlin--P.T.H. No. 83	15.3	20,745.83	12,345.73	33,091.56	2,163
584	P.R. No. 366--Merridale--P.R. No. 594	73.9	91,885.61	51,339.61	143,225.22	1,938
585	P.R. No. 276--West of Rorketon	18.0	17,947.00	6,768.14	24,715.13	1,373
586	P.T.H. No. 83--Durban	24.5	28,492.28	20,663.57	49,155.85	2,006
587	P.R. No. 268--Bowsman	19.3	30,909.86	8,840.40	39,750.26	2,060
588	Benito--P.R. No. 269	40.6	37,396.65	38,917.08	76,313.73	1,880
589	P.R. No. 478--P.T.H. No. 83	8.4	6,875.07	3,572.41	10,447.48	1,244
591	P.R No. 584--Roblin	8.7	17,191.91	9,205.83	26,397.74	3,034
592	Deepdale--P.T.H. No. 83	13.0	12,701.93	15,917.46	28,619.38	2,201
593	P.T.H. No. 83--Deepdale	9.7	17,286.86	8,865.52	26,152.38	2,696
594	P.T.H. No. 83--Boggy Creek	19.9	24,755.88	10,880.42	35,636.30	1,791
666	Access Roads	411.4	541,341.73	877,640.60	1,418,982.34	3,449
		12,535.5	$15,818,946.65	$8,659,915.44	$24,478,862.10	$1,953*

*1. Cost per kilometre is rounded off to the nearest dollar and includes overheads.
2. Costs for P.R. No. 399 and P.R. No. 434 are included in the costs for Access Roads.

Table No. P1

SUMMARY OF DISTANCES ON PROVINCIAL TRUNK HIGHWAYS BY SURFACE TYPE

P.T.H. No.	Concrete	Bituminous Plant Mix	Bituminous Road Mix	Asphalt Surface Treatment	Gravel	Total Km
1	21.9	444.2	-	-	-	466.1
1A	2.0	28.7	-	-	-	30.7
2	49.4	265.6	-	-	-	315.0
3	68.9	187.2	8.2	132.3	-	396.6
3A	-	-	11.3	-	-	11.3
4	-	-	-	-	8.9	8.9
5	-	286.2	11.1	103.3	-	400.6
5A	2.1	4.5	-	-	-	6.6
6	-	705.7	-	36.5	-	742.2
7	17.8	86.7	-	-	-	104.5
8	26.4	116.7	-	12.4	14.3	169.8
9	3.9	80.1	-	0.5	-	84.5
9A	2.9	4.8	-	-	-	7.7
10	-	678.1	1.9	43.3	-	723.3
10A	-	12.1	-	-	-	12.1
11	-	125.8	-	20.9	-	146.7
12	6.1	229.1	4.5	19.7	-	259.4
13	-	50.4	-	-	-	50.4
14	16.7	33.6	-	-	-	50.3
15	18.7	23.8	-	33.0	-	75.5
16	-	260.8	-	-	-	260.8
16A	-	9.0	-	-	-	9.0
17	-	2.4	22.2	97.7	4.8	127.1
18	-	24.9	-	30.4	-	55.3
19	-	-	-	-	5.0	5.0
20	-	65.2	9.6	95.2	-	170.0
20A	-	5.1	-	-	-	5.1
21	-	4.2	-	172.0	-	176.2
22	-	0.8	-	20.1	-	20.9
23	22.8	81.7	-	161.8	-	266.3
24	-	7.9	-	72.7	-	80.6
25	-	28.2	-	-	-	28.2

Table No. P1

P.T.H. No.	Concrete	Bituminous Plant Mix	Bituminous Road Mix	Asphalt Surface Treatment	Gravel	Total Km
26	1.0	63.4	-	-	-	64.4
27	-	2.9	-	-	-	2.9
29	0.5	-	-	-	-	0.5
30	10.8	11.1	-	-	-	21.9
31	-	-	-	22.7	-	22.7
32	-	22.7	-	-	-	22.7
34	-	0.5	-	123.8	-	124.3
39	-	56.3	-	107.9	-	164.2
41	-	4.3	10.1	51.4	4.9	70.7
42	-	7.8	-	44.7	-	52.5
44	-	88.9	-	30.1	-	119.0
45	-	37.2	-	69.0	-	106.2
49	-	1.6	-	-	-	1.6
50	-	53.2	13.4	56.8	-	123.4
52	-	30.7	4.4	-	-	35.1
57	-	-	-	1.6	-	1.6
59	21.7	128.0	-	40.1	-	189.8
60	-	-	-	152.2	-	152.2
67	-	18.6	11.6	14.8	-	45.0
68	-	57.5	13.0	138.6	-	209.1
75	14.3	77.4	-	-	-	91.7
77	-	-	-	41.5	-	41.5
83	-	253.2	1.1	78.9	-	333.2
89	-	-	10.0	-	-	10.0
100	8.7	31.2	-	-	-	39.9
101	27.1	11.7	-	1.5	-	40.3
	343.7	4811.7	132.4	2027.4	37.9	*7353.1

*Compiled as of January 1, 1989

Table No. P2

SUMMARY OF DISTANCES ON PROVINCIAL TRUNK HIGHWAYS
BY SURFACE TYPE AND NUMBER OF LANES

Number of Lanes	Concrete	Bituminous Plant Mix	Bituminous Road Mix	Asphalt Surface Treatment	Gravel	Total Km
2	221.1	4,252.5	130.6	2,025.6	37.9	6,667.7
4 Undivided	3.5	33.2	1.8	-	-	38.5
4 Divided	119.1	523.8	-	1.8	-	644.7
6 Undivided	-	-	-	-	-	-
6 Divided	-	2.2	-	-	-	2.2
8 Divided	-	-	-	-	-	-
	343.7	4,811.7	132.4	2,027.4	37.9	*7,353.1

*Compiled as of January 1, 1989

Table No. P3

SUMMARIZED
BY
SURFACE TYPE
(kilometres)

	Concrete	Bituminous Plant Mix	Bituminous Road Mix	Asphalt Surface Treatment	Gravel	Total
P.T.H.	343.7	4,811.7	132.4	2,027.4	37.9	7,353.1
P.R.	23.3	1,030.7	452.5	2,381.4	8,496.3	12,384.2
	367.0	5,842.4	584.9	4,408.8	8,534.2	*19,737.3

*Compiled as of January 1, 1989

Table No. P4

SUMMARY OF DISTANCES ON PROVINCIAL TRUNK HIGHWAYS BY DISTRICT

P.T.H. No.	DISTRICT NUMBER 1	2	3	4	5	6	7	8	9	10	11	12	Total Km
1	20.2	118.7	-	-	184.3	125.6	-	-	-	-	-	17.3	466.1
1A	-	-	-	-	19.8	10.9	-	-	-	-	-	-	30.7
2	-	-	103.5	-	203.6	-	-	-	-	-	-	7.9	315.0
3	-	-	153.0	234.3	-	-	-	-	-	-	-	9.3	396.6
3A	-	-	-	11.3	-	-	-	-	-	-	-	-	11.3
4	8.9	-	-	-	-	-	-	-	-	-	-	-	8.9
5	-	-	-	62.5	70.2	-	66.1	201.8	-	-	-	-	400.6
5A	-	-	-	-	-	-	-	6.6	-	-	-	-	6.6
6	-	-	-	-	-	42.0	-	-	-	243.6	442.8	13.8	742.2
7	-	-	-	-	-	50.7	-	-	-	-	44.2	9.6	104.5
8	52.0	-	-	-	-	-	-	-	-	-	108.5	9.3	169.8
9	54.1	-	-	-	-	-	-	-	-	-	12.9	17.5	84.5
9A	7.7	-	-	-	-	-	-	-	-	-	-	-	7.7
10	-	-	-	64.3	55.3	-	72.3	72.2	217.8	241.4	-	-	723.3
10A	-	-	-	-	-	-	-	3.4	5.5	3.2	-	-	12.1
11	130.3	16.4	-	-	-	-	-	-	-	-	-	-	146.7
12	100.1	159.3	-	-	-	-	-	-	-	-	-	-	259.4
13	-	-	33.0	-	-	17.4	-	-	-	-	-	-	50.4
14	-	-	50.3	-	-	-	-	-	-	-	-	-	50.3
15	73.7	-	-	-	-	-	-	-	-	-	-	1.8	75.5
16	-	-	-	-	-	71.0	189.8	-	-	-	-	-	260.8
16A	-	-	-	-	-	-	9.0	-	-	-	-	-	9.0
17	9.6	-	-	-	-	30.3	-	-	-	-	87.2	-	127.1

Table No. P4

P.T.H. No.	DISTRICT NUMBER 1	2	3	4	5	6	7	8	9	10	11	12	Total Km
18	-	-	-	52.1	3.2	-	-	-	-	-	-	-	55.3
19	-	-	-	-	-	-	-	5.0	-	-	-	-	5.0
20	-	-	-	-	-	-	-	99.0	71.0	-	-	-	170.0
20A	-	-	-	-	-	-	-	5.1	-	-	-	-	5.1
21	-	-	-	54.7	64.2	-	57.3	-	-	-	-	-	176.2
22	-	-	-	9.8	11.1	-	-	-	-	-	-	-	20.9
23	-	28.8	109.5	128.0	-	-	-	-	-	-	-	-	266.3
24	-	-	-	-	-	-	80.6	-	-	-	-	-	80.6
25	-	-	-	-	28.2	-	-	-	-	-	-	-	28.2
26	-	-	-	-	-	64.4	-	-	-	-	-	-	64.4
27	2.9	-	-	-	-	-	-	-	-	-	-	-	2.9
29	-	0.5	-	-	-	-	-	-	-	-	-	-	0.5
30	-	-	21.9	-	-	-	-	-	-	-	-	-	21.9
31	-	-	22.7	-	-	-	-	-	-	-	-	-	22.7
32	-	-	22.7	-	-	-	-	-	-	-	-	-	22.7
34	-	-	-	45.6	31.4	47.3	-	-	-	-	-	-	124.3
39	-	-	-	-	-	-	-	-	-	164.2	-	-	164.2
41	-	-	-	-	33.2	-	37.5	-	-	-	-	-	70.7
42	-	-	-	-	-	-	52.5	-	-	-	-	-	52.5
44	112.7	-	-	-	-	-	-	-	-	-	-	6.3	119.0
45	-	-	-	-	-	-	106.2	-	-	-	-	-	106.2
49	-	-	-	-	-	-	-	-	1.6	-	-	-	1.6
50	-	-	-	-	-	39.6	-	83.8	-	-	-	-	123.4

Table No. P4

P.T.H. No.	DISTRICT NUMBER 1	2	3	4	5	6	7	8	9	10	11	12	Total Km
52	-	35.1	-	-	-	-	-	-	-	-	-	-	35.1
57	-	-	-	-	-	-	-	-	1.6	-	-	-	1.6
59	70.3	85.1	-	-	-	-	-	-	-	-	-	34.4	189.8
60	-	-	-	-	-	-	-	-	-	108.6	43.6	-	152.2
67	14.0	-	-	-	-	31.0	-	-	-	-	-	-	45.0
68	-	-	-	-	-	-	-	68.9	-	-	140.2	-	209.1
75	-	84.5	-	-	-	-	-	-	-	-	-	7.2	91.7
77	-	-	-	-	-	-	-	-	41.5	-	-	-	41.5
83	-	-	-	52.3	61.8	-	54.7	77.1	87.3	-	-	-	333.2
89	-	10.0	-	-	-	-	-	-	-	-	-	-	10.0
100	-	-	-	-	-	-	-	-	-	-	-	39.9	39.9
101	-	-	-	-	-	-	-	-	-	-	-	40.3	40.3
	656.5	538.4	516.6	714.9	766.3	530.2	726.0	622.9	426.3	761.0	879.4	214.6	7353.1

Compiled as of January 1, 1989

Table No. X2

AIDS TO CITIES, TOWNS, VILLAGES AND
UNINCORPORATED VILLAGE DISTRICTS

APPROPRIATION 15-8B Program 2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
Altona	Grading	0.43	$ 74,200.00	$ 37,100.00
	Gravel	0.43		
	Base Course	0.43		
	Paving	0.43		
	Curb & Gutter	0.43		
Beausejour	Curb & Gutter	1.61	15,960.24	6,600.00
Benito	Calcium Chloride	2.54	1,211.05	605.52
Birtle	Paving	0.35	42,950.67	21,475.34
	Calcium Chloride	1.49		
Brandon	Paving	0.80	114,862.44	57,431.22
	Curb & Gutter	0.75		
Carman	Grading	0.23	64,268.20	32,134.10
	Re-Gravel	0.40		
	Base Course	0.23		
	Paving	0.23		
	Curb	0.27		
	Calcium Chloride	0.40		
Cartwright	Seal Coat	0.19	1,110.61	555.31
Crystal City	Paving	0.71	21,656.56	10,828.28
Dauphin	Excavate & Backfill	0.13	99,120.48	49,560.24
	Base Course	0.13		
	Paving	0.31		
	Curb & Gutter	0.31		
Deloraine	Calcium Chloride	0.84	502.93	251.46
Elkhorn	Gravel	1.26	1,052.96	526.48
	Dust Oil Treatment	1.26		
Erickson	Paving	0.20	7,916.74	3,958.37
Glenboro	Paving	0.50	43,975.00	21,987.50

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
Gretna	Re-Gravel	3.00	$ 8,220.79	$ 4,110.40
	Calcium Chloride	3.00		
Hartney	Seal Coat	0.45	9,367.59	4,683.80
Killarney	Base Course	1.33	58,028.15	29,014.07
	Asphalt Surface Treatment	1.33		
Lac du Bonnet	Base Course	0.20	1,975.00	987.50
	Asphalt Surface Treatment	0.20		
MacGregor	Grading	0.20	104,031.09	40,000.00
	Gravel	0.20		
	Base Course	0.20		
	Paving	0.27		
	Asphalt Surface Treatment	3.76		
McCreary	Seal Coat	0.11	1,250.53	625.27
Melita	Excavate & Backfill	0.18	54,572.91	27,286.46
	Base Course	0.48		
	Paving	0.48		
	Curb & Gutter	0.48		
	Calcium Chloride	0.30		
Minitonas	Paving	0.32	27,454.32	13,727.16
Minnedosa	Paving	0.90	109,409.12	51,500.00
	Calcium Chloride	2.00		
Neepawa	Grading	0.30	92,088.47	46,000.00
	Gravel	0.30		
Notre-Dame de Lourdes	Re-Gravel	0.84	2,374.61	1,187.31
	Calcium Chloride	0.84		
Pilot Mound	Paving	0.15	3,941.32	1,970.66
Portage la Prairie	Base Course	0.20	137,000.05	68,500.02
	Paving	1.40		
	Curb	1.20		
Powerview	Grading	0.40	21,872.50	10,936.25
	Base Course	0.40		
Rapid City	Calcium Chloride	0.40	526.53	263.27

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
Rossburn	Base Course	0.60	$ 73,967.80	$ 37,734.78
	Asphalt Surface Treatment	2.90		
	Dust Oil Treatment	0.60		
Russell	Re-Gravel	0.80	1,815.70	907.85
	Dust Oil Treatment	0.80		
Ste. Anne	Calcium Chloride	0.96	944.22	472.11
St. Claude	Excavate & Backfill	0.42	39,949.99	19,975.00
	Grading	0.42		
	Re-Gravel	0.21		
	Base Course	0.42		
	Calcium Chloride	0.63		
	Culverts	131 metres		
	Flood Gates	2.00		
Ste. Rose du Lac	Excavate & Backfill	0.15	30,497.59	15,248.80
	Base Course	0.15		
Shoal Lake	Paving	0.20	23,309.91	11,654.96
	Seal Coat	0.60		
Somerset	Excavate & Backfill	0.38	114,206.98	57,000.00
	Grading	0.38		
	Base Course	0.38		
	Concrete	0.38		
Steinbach	Dust Oil Treatment	5.70	17,401.41	8,700.71
Stonewall	Base Course	0.16	60,443.80	30,221.90
	Paving	0.16		
	Curb & Gutter	0.16		
Teulon	Paving	0.80	34,234.65	17,117.33
Thompson	Paving	0.64	108,763.06	54,381.53
Virden	Bridge	1.00	131,981.51	65,990.75
Waskada	Base Course	0.08	2,864.00	1,400.00
	Asphalt Surface Treatment	0.08		
	Dust Oil Treatment	0.38		
Winkler	Excavate & Backfill	0.65	147,169.75	73,584.88
	Grading	0.65		
	Base Course	0.65		
	Curb & Gutter	0.65		
	Calcium Lignosulfonate	0.65		

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
Winnipeg Beach	Grading	0.34	$ 49,566.00	$ 24,783.01
	Base Course	0.34		
	Asphalt Surface Treatment	0.34		
UNINCORPORATED VILLAGE DISTRICTS				
L.G.D. of Alexander				
St. George	Asphalt Surface Treatment	0.50	15,089.85	7,544.93
L.G.D. of Alonsa				
Alonsa	Paving	0.09	5,767.02	2,883.51
Amaranth	Excavate & Backfill	0.22	17,824.60	8,912.30
	Base Course	0.22		
R.M. of Archie				
McAuley	Base Course	0.37	12,167.58	6,083.79
	Asphalt Surface Treatment	0.37		
R.M. of Birtle				
Foxwarren	Re-Gravel	0.80	902.80	451.40
	Dust Oil Treatment	0.80		
R.M. of Blanshard				
Cardale	Calcium Chloride	1.00	1,284.00	600.00
R.M of Brokenhead				
Tyndall	Grading	0.77	41,383.37	20,691.68
	Base Course	0.77		
	Paving	0.77		
R.M. of Cameron				
Lauder	Calcium Chloride	0.75	862.25	433.13
R.M. of Cartier				
St. Eustache	Gravel	1.80	1,276.50	638.25
	Calcium Lignosulfonate	1.80		
Springstein	Gravel	0.50	1,692.50	846.25
	Calcium Lignosulfonate	0.50		
R.M. of DeSalaberry				
Otterburne	Calcium Chloride	0.58	508.50	250.00
R.M. of Dufferin				
Graysville	Re-Gravel	0.43	1,011.49	505.75
	Calcium Lignosulfonate	0.43		
Roseisle	Re-Gravel	0.71	1,263.52	631.76
	Calcium Lognosulfonate	0.71		

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
UNINCORPORATED VILLAGE DISTRICTS				
R.M. of Franklin				
Arnaud	Asphalt Surface Treatment	0.61	$ 6,619.70	$ 3,309.85
Dominion City	Asphalt Surface Treatment	0.64	10,053.49	5,026.74
R.M. of Glenella				
Glenella	Calcium Chloride	1.60	874.19	437.10
L.G.D. of Grahamdale				
Faulkner	Calcium Chloride	0.34	871.70	391.71
Grahamdale	Calcium Chloride	0.20	512.76	230.41
Gypsumville	Calcium Chloride	0.40	1,025.53	460.83
Moosehorn	Calcium Chloride	1.23	3,153.50	1,417.05
L.G.D. of Grand Rapids				
Grand Rapids	Calcium Chloride	3.90	6,518.40	3,259.20
R.M. of Grey				
Elm Creek	Re-Gravel	1.14	2,291.94	1,145.97
	Calcium Chloride	1.14		
Haywood	Re-Gravel	0.85	1,664.71	832.36
	Calcium Chloride	0.85		
R.M.of Hanover				
Mitchell	Paving	0.40	7,340.94	3,670.47
	Culverts	22 metres		
New Bothwell	Asphalt Surface Treatment	0.73	11,213.42	5,606.70
	Culverts	5 metres		
R.M. of Harrison				
Newdale	Re-Gravel	0.70	4,676.22	1,300.00
	Calcium Chloride	0.70		
Sandy Lake	Dust Oil Treatment	1.00	1,200.00	600.00
R.M. of Lakeview				
Langruth	Calcium Chloride	0.98	846.20	423.10
R.M. of Lawrence				
Rorketon	Excavate and Backfill	0.39	53,319.12	26,659.56
	Base Course	0.39		
	Calcium Chloride	3.22		
R.M. of Lorne				
Mariapolis	Calcium Chloride	0.12	366.70	183.35
R.M. of Montcalm				
Letellier	Calcium Chloride	0.68	3,843.22	1,921.61
St. Jean Baptiste	Calcium Chloride	0.38	852.84	426.42

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
UNINCORPORATED VILLAGE DISTRICTS				
R.M. of Morris				
Lowe Farm	Re-Gravel	1.30	$ 2,433.44	$ 1,216.72
	Calcium Chloride	1.30		
Rosenort	Grading	1.37	63,986.69	31,993.35
	Gravel	1.37		
	Re-Gravel	0.83		
	Calcium Chloride	2.20		
Sperling	Re-Gravel	0.79	2,202.84	1,101.42
	Calcium Chloride	0.79		
L.G.D. of Mountain				
Birch River	Calcium Chloride	1.62	1,878.86	939.43
Pine River	Calcium Chloride	1.69	884.99	442.49
R.M. of North Norfolk				
Austin	Calcium Chloride	2.00	1,646.86	823.43
R.M. of Ochre River				
Ochre River	Seal Coat	0.81	7,411.74	3,705.87
L.G.D. of Park				
Onanole	Paving	0.69	60,778.00	29,000.00
San Clara	Grading	0.17	34,564.62	17,282.31
	Base Course	0.17		
	Asphalt Surface Treatment	0.17		
R.M. of Pembina				
Darlingford	Paving	0.23	14,376.94	7,188.47
Snowflake	Re-Gravel	0.60	1,711.58	855.79
	Calcium Chloride	0.60		
R.M. of Rhineland				
Rosenfeld	Re-Gravel	0.64	1,486.51	743.25
	Calcium Chloride	0.64		
R.M. of Ritchot				
Ste. Agathe	Calcium Chloride	0.15	438.94	219.47
R.M. of Riverside				
Ninette	Seal Coat	0.18	2,026.05	1,013.03
	Calcium Chloride	0.35		
R.M. of Roland				
Roland	Re-Gravel	1.70	5,129.27	2,564.64
	Calcium Chloride	1.70		
R.M. of Saskatchewan				
Basswood	Calcium Chloride	0.40	456.33	228.16

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Government
UNINCORPORATED VILLAGE DISTRICTS				
R.M. of Shoal Lake				
Oakburn	Calcium Chloride	0.10	$ 532.15	$ 200.00
R.M. of South Norfolk				
Rathwell	Re-Gravel	1.76	2,790.85	1,395.42
	Calcium Chloride	1.76		
R.M. of Stanley				
Chortitz	Re-Gravel	1.42	3,161.55	1,580.78
	Calcium Chloride	1.42		
Schanzenfeld	Re-Gravel	0.23	768.75	384.37
	Calcium Chloride	0.23		
R.M. of Strathclair				
Elphinstone	Calcium Chloride	0.30	484.40	242.20
Strathclair	Calcium Chloride	1.00	1,614.69	807.35
R.M. of Tache				
Lorette	Base Course	0.27	64,890.91	32,445.46
	Paving	0.27		
	Curb and Gutter	0.54		
R.M. of Thompson				
Miami	Excavate & Backfill	0.47	74,891.50	37,445.75
	Base Course	0.47		
	Curb and Gutter	0.47		
Rosebank	Re-Gravel	0.17	688.63	344.32
	Calcium Chloride	0.17		
R.M. of Victoria				
Holland	Paving	0.32	38,169.32	17,320.00
R.M. of Wallace				
Hargrave	Calcium Chloride	0.34	460.33	230.17
Kirkella	Calcium Chloride	1.22	1,651.83	825.91
Kola	Calcium Chloride	0.92	1,245.63	622.81
R.M. of Whitewater				
Minto	Grading	0.03	1,245.66	622.83
R.M. of Woodlands				
Marquette	Grading	0.50	3,048.79	1,524.40
	Gravel	0.50		
	Culverts	3 metres		
			$2,573,354.44	$1,266,064.38

Table No. X2

Cities, Towns and Villages	Nature of Work	Kilometres Completed	Expenditures Total	Expenditures Government

Nature of Work Completed in km and metres

Grading	6.19
Excavation & Backfill	2.99
Gravel	6.36
Re-Gravel	19.32
Base Course	9.04
Paving	11.62
Asphalt Surface Treatment	11.63
Seal Coat	2.34
Calcium Chloride	52.37
Calcium Lignosulfonate	4.09
Dust Oil Treatment	10.54
Concrete	0.38
Curb	1.47
Curb & Gutter	5.40
Culverts	161 metres
Flood Gates	2.00
Bridge	1.00

Table No. X3

WORK AND ROADS IN UNORGANIZED TERRITORY
AND DISORGANIZED MUNICIPALITIES

APPROPRIATION 15-8C Program 2

Territory	Nature of Work	Kilometres Completed	Expenditures Total	Government
UNORGANIZED				
Dauphin	Dragging and General Repairs		$ 23,719.97	$ 23,719.97
	Re-Gravel	22.53		
Emerson	Dragging and General Repairs		235,488.75	235,488.75
	Re-Gravel	202.50		
	Culverts	25 metres		
Interlake - Lakeside - Gimli	Dragging and General Repairs		127,166.46	127,166.46
	Re-Gravel	99.20		
	Brushing	10.00 ha		
Interlake	Dragging and General Repairs		474,706.56	474,706.56
	Grading	5.20		
	Gravel	5.20		
	Re-Gravel	211.30		
	Asphalt Surface Treatment Repairs	16.10		
	Culverts	18 metres		
	Brushing	50.00 ha		
Lac du Bonnet	Dragging and General Repairs		68,313.33	68,313.33
	Gravel	34.50		
	Re-Gravel	18.70		
	Brushing	4.50 ha		
Minnedosa Roblin - Russell	Dragging and General Repairs		11,169.87	11,169.87
	Grading	1.62		
	Re-Gravel	15.32		
Roblin - Russell	Dragging and General Repairs		69,391.29	69,391.29
	Grading	2.00		
	Gravel	2.00		
	Re-Gravel	26.00		
	Culverts	80.00		
	Brushing	5.00 ha		
Roblin - Russell - Swan River	Dragging and General Repairs		19,347.01	19,347.01
	Brushing	2.50 ha		
	Bridges	1.00		

Table No. X3

Territory	Nature of Work	Kilometres Completed	Expenditures Total	Government
UNORGANIZED				
Rupertsland	Dragging and General Repairs		$ 54,530.10	$ 54,530.10
	Gravel	36.70		
	Re-Gravel	11.20		
	Culverts	21 metres		
	Brushing	7.50 ha		
Springfield	Dragging and General Repairs		14,890.72	14,890.72
	Gravel	10.40		
Springfield - La Verendrye	Dragging and General Repairs		61,939.24	61,939.24
	Re-Gravel	71.50		
	Culverts	12 metres		
Ste. Rose	Dragging and General Repairs		107,740.76	107,740.76
	Re-Gravel	104.60		
Swan River	Dragging and General Repairs		173,737.37	173,737.37
	Re-Gravel	150.00		
	Brushing	13.50 ha		
	Mowing	8.00 ha		
	Spraying	50.00 ha		
The Pas	Dragging and General Repairs		146,386.43	146,386.43
	Re-Gravel	132.60		
	Spraying	80.00 ha		
Home Site Spot Treatment on Main Market Roads			171,332.19	171,332.19
Snowplowing - Main Market Roads			314,481.89	314,481.89
			$2,074,341.94	$2,074,341.94

Nature of Work Completed in km, metres and hectares

Grading	8.82
Gravel	88.80
Re-Gravel	1,065.45
Asphalt Surface Treatment	16.10
Culverts	156 metres
Bridge	1.00
Brushing	93.00 ha
Mowing	8.00 ha
Spraying	130.00 ha

Miscellaneous Work
Dragging and General Repairs
Bridge Maintenance
Home Site Spot Treatment on Main Market Roads
Snowplowing Main Market Roads

Table No. X4

WORKS AND ROADS IN UNORGANIZED TERRITORY AND DISORGANIZED MUNICIPALITIES

APPROPRIATION 15-8C Program 2

Territory	Nature of Work	Kilometres Completed	Expenditures Total	Government
LOCAL GOVERNMENT DISTRICT				
Alexander	Dragging and General Repairs		$ 157,316.24	$ 78,658.12
	Re-Gravel	196.90		
	Base Course	6.40		
	Brushing	5.50 ha		
Alonsa	Dragging and General Repairs		194,000.00	97,000.00
	Grading	8.05		
	Gravel	8.05		
	Re-Gravel	177.02		
Armstrong	Dragging and General Repairs		139,972.70	69,986.35
	Grading	6.40		
	Culverts	180 metres		
	Brushing	57.00 ha		
Consol	Dragging and General Repairs		117,354.31	58,677.16
	Re-Gravel	98.00		
	Calcium Chloride	2.60		
Fisher	Dragging and General Repairs		201,848.04	100,924.02
	Grading	16.80		
	Culverts	98 metres		
	Brushing	63.40 ha		
Grahamdale	Dragging and General Repairs		170,241.82	85,120.91
	Grading	4.60		
	Gravel	4.60		
	Re-Gravel	43.80		
	Culverts	110 metres		
	Brushing	7.00 ha		
Mountain	Dragging and General Repairs		242,000.00	121,000.00
	Grading	2.50		
	Re-Gravel	240.00		
	Culverts	32 metres		
	Brushing	4.50 ha		
Park	Dragging and General Repairs		161,930.00	80,965.00
	Grading	3.20		
	Gravel	3.20		
	Re-Gravel	74.00		
	Culverts	22 metres		
	Brushing	1.00 ha		
	Mowing	6.00 ha		

Table No. X4

Territory	Nature of Work	Kilometres Completed	Expenditures Total	Expenditures Government
LOCAL GOVERNMENT DISTRICT				
Piney	Dragging and General Repairs		171,967.43	85,983.72
	Grading	4.40		
	Gravel	2.80		
	Re-Gravel	118.80		
	Culverts	115 metres		
Reynolds	Dragging and General Repairs		95,999.35	47,999.68
	Grading	2.40		
	Re-Gravel	89.55		
	Culverts	36 metres		
	Brushing	1.50 ha		
Stuartburn	Dragging and General Repairs		167,845.35	83,922.68
	Grading	5.60		
	Gravel	4.00		
	Re-Gravel	109.00		
	Culverts	54 metres		
Residents & Miscellaneous	Dragging and General Repairs		126,980.26	63,490.15
	Grading	3.00		
	Re-Gravel	73.60		
	Culverts	96 metres		
	Brushing	10.00 ha		
	Mowing	2.00 ha		
Snowplowing Various	50/50 basis		21,065.72	10,532.86
			$1,968,521.22	$984,260.65

Nature of Work Completed in km, metres, and hectares

Grading	56.95
Gravel	22.65
Re-Gravel	1,220.67
Base Course	6.40
Calcium Chloride	2.60
Culverts	743 metres
Brushing	149.90 ha
Mowing	8.00 ha

Dragging and General Repairs
Snowplowing in Unorganized Territories

Table No. X6

1988-89 DRILLING SUMMARY FOR SUBGRADE EVALUATION BY B-30 DRILL TRUCK

District	Total No. and Types of Soil Surveys: Total	Preliminary (survey and design)	Final (for pavement design)	Special (surface failure evaluations)	No. of km	No. of Holes	No. of Samples	Total Depth Drilled (m)
1	2	1	1	-	6.2	52	120	79.5
2	6	5	1	-	31.7	268	807	410.9
3	3	2	1	-	26.0	277	780	435.0
4	2	1	1	-	4.6	67	162	99.0
5	7	2	4	1	53.3	297	745	694.9
6	4	2	2	-	9.6	82	195	123.7
7	3	2	1	-	7.4	83	157	128.5
8	1	1	-	-	23.5	261	627	395.7
9	7	4	1	2	31.5	344	1129	553.0
10	-	-	-	-	-	-	-	-
11	9	8	1	-	36.6	437	1142	664.4
12	2	2	-	-	11.3	51	119	154.4
Totals	46	30	13	3	241.7	2219	5983	3739.0
1987-88 Totals	47	30	15	2	356.8	2635	9279	4497.5

	NUMBER OF SAMPLES: Per metre drilled	per hole	per km distance
1988-89	1.61	2.70	24.8
1987-88	2.02	3.51	26.8

Table No. X7

MATERIALS TESTING LABORATORY

SUMMARY OF SAMPLES PROCESSED

A.	Concrete/Soil Cement Cylinders, Cores and Cubes			
I.	FIELD CYLINDERS			
	a. Highways			
	i) Pavement	481		
	ii) Curb & Gutter	363		
	iii) Buildings	25		
	iv) Soil Cement	0		
	v) Median Barrier	0		
	vi) Other	6		
	b. Bridge Office	453		
	c. Government Services	25		
	d. Natural Resources	0		
	e. Concrete Exchange	14		
	f. Other	0		
II.	LAB CYLINDERS			
	a. Highways	30		
	b. Bridge Office	72		
	c. Other	0		
III.	CONCRETE CORES			
	a. Highways	150		
	b. Other	0		
IV.	CUBES			
	a. Grout	0		
	b. Cement Test	0		
	Total Concrete	1,619		1,619
B.	Aggregate Samples			
	a. Concrete Aggregates	151		
	b. Bituminous Aggregates	313	(345)	
	c. Gravel Survey	619		

Table No. X7

	d. Base Course	203	(720)		
	e. Seal Coat	32	(61)		
	f. Pit Run and Traffic Gravel	54	(194)		
	Total Aggregate	1,372	(1,320)	2,991	(1,320)
C.	Soil Samples				
	a. Soil and Grade Surveys	7,436	(695)		
	b. Other Soils	365	(53)		
	Total Soils	7,801	(748)	10,792	(2,068)
D.	Bituminous Samples				
I.	ASPHALT MIX ANALYSIS				
	a. Field Mixes	466	(153)		
	b. Lab Mixes	87			
	c. Hammer Calibration	2			
II.	ASPHALT CORES	1,096			
	Total Mix Samples	1,651	(153)	12,443	(2,221)
III.	OIL SAMPLES				
	a. Paving Projects	212			
	b. District Maintenance	73			
	c. Seal Coat Crews	23			
	d. Others	38			
	Total Oil Samples	346		12,789	
E.	Miscellaneous Samples				
	a. Glass Beads	72			
	b. Traffic Paint				
	i) Production batch samples	0			
	ii) Acceptance	46			

c. Concrete		
i) Water	5	
ii) Air Entraining Agents	0	
iii) Curing Compounds	0	
iv) Joint Sealants	0	
v) Cement	2	
d. Sand Density Calibration	0	
e. Traffic Cones	3	
f. Flyash	1	
g. De-icing Salt	0	
h. Calcium Chloride Solution	85	
i. Lignosulfonates	112	
j. Pavement Marking Tapes	0	
k. AASHTO Reference Materials	8	
Total Miscellaneous	334	13,123

SUMMARY OF TESTS PERFORMED

A.	Concrete		
I.	COMPRESSION TESTS		
	a. Cylinders	1,469	
	b. Cores	150	
	c. Cubes	0	
II.	MIX DESIGNS		
	a. Trial Mixes	24	
	b. Calculated Designs	2	
III.	DENSITY TESTS	167	
	Total Concrete	1,812	1,812

Table No. X7

B.	Aggregates				
	a. Sieve Analysis	1,357	(1,297)		
	b. Shale Content	81	(626)		
	c. Crush Count	254	(778)		
	d. Plasticity Index	80	(892)		
	e. L.A. Abrasion	52			
	f. Specific Gravity & Water Abs.	83			
	g. Dry Rodded Wt.	37			
	h. Procter	80	(75)		
	i. Moisture Contents	0	(19)		
	j. Hydrometer Analysis	74	(361)		
	k. Ironstone, Clay Ball, Sandstone	12	(42)		
	l. Other Tests	8			
	Total Aggregates	2,118	(4,090)	3,930	(4,090)
C.	Soils				
	a. Hydrometer Analysis	6,396	(695)		
	b. Plasticity Index	6,394	(695)		
	c. Proctor	90	(53)		
	d. Mositure Content	601			
	e. Organic Content	1,441			
	f. Sulfate Content	3			
	g. Other Tests	4			
	Total Soils	14,929	(1,443)	18,859	(5,533)
D.	Bituminous				
I.	MIX TESTING				
	a. Briquets Molded and Broken	1,785	(540)		
	b. Extractions	553	(153)		

Table No. X7

	c. M.T.D.	590	(151)		
	d. Volatile Contents	557	(153)		
	e. Sieve Analysis				
	i) Centrifuge ext.	557	(153)		
	ii) Reflux ext.	9			
	f. Shale Content	0			
	g. Density	2,881	(154)		
	h. Crush Count	0	(1)		
	i. Core Moisture Contents	4			
	j. Core Extractions				
	i) Reflux	24			
	ii) Centrifuge	4			
	k. Abson Recovery	227			
	l. Reflux Extraction	203			
	Total Mix Testing	7,394	(1,305)	26,253	(6,838)
II.	OIL TESTING				
	1. Highways Lab				
	a. Specific Gravity	58			
	b. Penetration	331			
	c. Kinematic Viscosity	310			
	d. Absolute Viscosity	311			
	e. Zahn Cup	0			
	f. Saybolt	0			
	g. Distillation	21			
	h. Ash	2			
	i. Thin Film Ovem	16			
	j. Other	14			
	Total Oil Testing	1,063		27,316	

Table No. X7

E. Miscellaneous

I.	PAINT TESTING		
	a. Density	56	
	b. Volatile Contents	0	
	c. Pigment Contents	0	
	d. Dry Time	35	
	e. Viscosity	21	
	f. Volume Non-volatile	0	
	g. Settling	56	
II.	DUST PALLIATIVES		
	a. Specific gravity (hyd)	197	
	b. Residue	197	
	c. pH	197	
III.	GLASS BEADS		
	a. Roundometer	13	
	b. Retained #16	72	
	c. Sieve analysis	72	
	TOTAL MISCELLANEOUS	916	
	TOTAL TESTS		28,232 (6,838)

Figures in brackets indicate Brandon Laboratory

Table No. AR1

AIRCRAFT/RADIO SERVICES
NORTHERN AIRPORTS/MARINE OPERATIONS

Work Order No.		Location	Description of Work	Expenditure
15-4D-2				
		Other Expenditures		$1,435,716.14
15-4E-2				
		Other Expenditures		390,228.72
15-8D-1A		Improvements to Airports		
RA	01	Swan River Airport	Granular Base Course & Bituminous Pavement	14,597.61
AP	01	Winnipeg	Flight Map & Supplement	6,827.34
	03	Various Airports	Airport Equipment	25,553.78
	04	Various Airports	Safety Equipment	5,710.34
	05	Island Lake	Airport Facility Upgrading	25,225.65
	06	Gods Narrows & Island Lake	Acquisition of two snowblowers	38,612.17
	07	Island Lake/St. Theresa Point/Red Sucker Lake	Stockpiling Traffic Gravel	591,798.90
	08	Beausejour	Training Centre Shop Modification	5,080.36
	09	Red Sucker Lake	Runway Light Installation	11,198.25
	99	Norway House	Gravel Issues	(54,387.28)

Table No. AR1

Work Order No.	Location	Description of Work	Expenditure
15-8D-1G	Perry Landing Improvements		$ 6,612.59
15-8D-1J	Ferries - Major Repairs		140,338.83
15-8D-2A Airport Development			
CTN 107	Pikwitonei	Gravel Crushing	3,126.55
108	Thicket Portage	Gravel Crushing	1,365.58
109	Lac Brochet	Safety Equipment	12,557.02
110	Gods Narrows	Runway Extension	46,974.17
111	Various Airports	Lit Windsock Installation	23,761.64
112	York Landing	Runway Lights	31,292.87
113	Tadoule Lake	Airport Construction	3,754.56
115	Little Grand Rapids	Stockpiling Traffic Gravel	183,275.98
116	Poplar River	Stockpiling Traffic Gravel	74,575.48
117	Bloodvein	Stockpiling Traffic Gravel	85,685.02

Table No. AR1

Work Order No.	Location	Description of Work	Expenditure
CTN 118	Berens River	Stockpiling Traffic Gravel	$ 127,326.79
			*$3,250,126.09

*Appropriation Summary

15-4D-2	1,435,716.14
15-4E-2	390,228.72
15-8D-1A	670,217.12
15-8D-1G	19,929.62
15-8D-1J	140,338.83
15-8D-2A	593,695.66
Total	$3,250,126.09

Table No. AR2

SUMMARY OF AIR SERVICES FLIGHT DISTANCE (KM)

DEPARTMENT OR AGENCY	1987/88	1988/89
Air Ambulance (Life Flight)	491 176	554 920
Agriculture	3 304	-
Attorney General	184 610	110 632
Business, Development & Tourism	12 208	9 280
Community Economic Development Fund	5 272	240
Community Services & Corrections	27 379	91 408
Consumer & Corporate Affairs	-	400
Cooperative Development	2 349	1 312
Crown Investments	-	-
Culture, Heritage & Recreation	9 864	2 960
Education	39 944	37 056
Employment Services & Economic Security	10 331	8 032
Energy and Mines	14 472	6 800
Environment & Workplace, Safety and Health	5 416	6 736
Executive Council	5 422	15 064
Finance	3 408	3 296
Government Services	8 149	4 880
Health	81 616	93 520
Highways and Transportation	191 832	183 376
Housing	4 608	7 104
Industry, Trade and Technology	9 768	4 176
Labour	2 040	-
Legislation	-	2,232
Manfor	1,040	4 480
Manitoba Development Corporation	-	-
Manitoba Hydro	4 640	4 360
Manitoba Telephone System	19 632	9 920
Municipal Affairs	4 616	3 408
Native Affairs	616	-
Natural Resources	274 351	499 832
Northern Affairs	48 208	48 872
Northern Patient Transportation Program	57 792	61 288
Urban Affairs	48	-
Miscellaneous	9 547	24 392
TOTAL PROVINCIAL DEPARTMENTS AND AGENCIES	1 533 658	1 799 976
TOTAL FEDERAL DEPARTMENTS	5 728	11 120
TOTAL DISTANCE FLOWN	1 539 386	1 811 096

Table No. AR3

SUMMARY BY BASE BY AIRCRAFT TYPE (KM) 1987/88

WINNIPEG	FLYING HOURS	KILOMETERS	PASSENGERS	CARGO (kg)
Citation SII	1,020.7	563 856	1,139	1 271
Citation	805.3	393 096	1,634	10 876
Navajo	-	-	-	-
CL-215	460.4	99 200	83	11 438
Turbos	83.3	16 216	100	5 201
Otters	-	-	-	-
TOTAL	2,369.7	1 072 368	2,956	28 786
THOMPSON				
Citation SII	-	-	-	-
Citation	-	-	-	-
Navajo	616.4	182 912	1,295	15 824
CL-215	73.9	17 624	3	-
Turbos	546.7	104 248	827	36 122
Otters	387.0	64 160	642	41 113
TOTAL	1,624.0	368 944	2,767	93 059
LAC DU BONNET				
Turbos	396.5	72 208	517	42 620
Otters	226.9	38 064	211	48 532
TOTAL	623.4	114,272	728	91 152
THE PAS				
Turbos	-	-	-	-
Otters	-	-	-	-
CL-215	478.5	107 536	10	16 670
TOTAL	478.5	107 536	10	16 670
KENORA				
CL-215	3.1	568	-	-
TOTAL	3.1	568	-	-
ISLAND LAKE				
Turbos	-	-	-	-
Otters	341.3	55 392	420	51 915
TOTAL	341.3	55 392	420	51 915
GIMLI				
CL-215	409.7	92 016	10	40 491
TOTAL	409.7	92 016	10	40 491
GRAND TOTAL	5,849.7	1 811 096	6,891	332 073

MOTOR VEHICLE BRANCH
TABLES MV1, MV2, MV3, MV4 and MV5

Table No. MV1

LICENCE SUSPENSION APPEAL BOARD
Hearings Held By Month and Location

Month	Applications Received	Hearing Locations							Total Hearings
		Winnipeg	Brandon	Dauphin	Steinbach	Beausejour	Thompson	The Pas	
January	248	16	3	1	2	1	0	0	23
February	282	18	3	1	2	0	2	2	28
March	297	20	5	1	1	1	0	0	28
April	243	20	2	1	1	1	0	0	25
May	255	18	3	1	1	1	0	0	24
June	219	18	2	1	1	1	0	0	27
July	184	16	4	1	1	1	0	0	23
August	169	10	2	1	1	0	0	0	14
September	171	15	4	1	1	1	0	0	22
October	232	16	2	1	1	1	2	2	25
November	222	18	3	1	1	1	0	0	24
December	212	17	1	1	2	1	0	0	22
TOTALS	2,734	202	34	12	15	10	4	4	285

Table No. MV2

Application Volume and Hearings Comparison 1985 to 1988 Inclusive

Month	Applications Received				Total Hearings Held			
	1985	1986	1987	1988	1985	1986	1987	1988
January	336	232	257	248	31	32	25	23
February	354	262	270	282	27	27	22	28
March	381	272	363	297	29	17	23	28
April	411	316	291	243	40	30	29	25
May	434	290	305	255	37	29	29	24
June	360	274	332	219	30	28	25	27
July	331	256	171	184	38	27	23	23
August	317	181	157	169	28	22	24	14
September	342	243	205	171	29	26	23	23
October	370	280	235	232	29	25	23	22
November	356	236	239	222	28	23	22	24
December	299	227	237	212	27	17	15	22
TOTALS	4,291	3,069	3,062	2,734	373	303	283	283

Table No. MV3

Applications Processed and Hearing Locations

Location	No. of Hearings Held		No. of Applications Processed	
	1987	1988	1987	1988
Winnipeg	200	202	2,081	1,892
Brandon	36	34	317	280
Dauphin	13	12	108	110
Steinbach	12	15	94	102
Beausejour	12	11	87	82
The Pas	6	5	55	47
Thompson	4	6	40	47
Written Submissions	-	-	2	1
Sub-Totals	283	285	2,784	2,561
Applications Pending or Cancelled	-	-	278	173
TOTALS	283	285	3,062	2,734

Table No. MV4

ALCOHOL RELATED OFFENCES SHOWING FIRST, SECOND & THIRD OR MORE OFFENCES

AGE	TYPE OF CONVICTION					OFFENCE		
	*COURT PROH.	OVER .08	IMPAIRED	REFUSAL	TOTAL	FIRST	SECOND	THIRD & SUBSEQUENT
16 - 17	2	2	-	-	2	2	-	-
18 - 20	29	29	1	-	30	25	4	1
21 - 24	112	137	11	11	159	68	81	10
25 - 29	138	166	21	31	218	89	98	31
30 - 34	132	122	23	25	170	92	45	33
35 - 39	113	91	19	30	140	94	23	23
40 - 44	84	79	8	17	104	68	18	18
45 - 49	78	75	6	15	96	60	23	13
50 - 54	50	44	6	10	60	38	11	11
55 - 59	42	37	6	4	47	35	9	3
60 - 64	29	25	1	9	35	21	12	2
65 - 69	12	11	-	3	14	10	4	-
70 - 74	5	6	-	-	6	3	1	2

Table No. MV4

AGE	*COURT PROH.	TYPE OF CONVICTION				OFFENCE		
		OVER .08	IMPAIRED	REFUSAL	TOTAL	FIRST	SECOND	THIRD & SUBSEQUENT
OVER 74	1	2	-	-	2	1	1	-
TOTALS	827	826	102	155	1083	606	330	147

* Out of 1083 applications received for Alcohol Related Offences, 827 applications had Court Prohibitions as a result of the Federal Legislation (Bill C-19).

ALCOHOL RELATED OFFENCES

1985 - 2153 applications

1986 - 1200 applications

1987 - 1150 applications

1988 - 1083 applications

Table No. MV5

APPEAL BOARD DECISIONS

By Age & Type of Suspension

AGE	OVER .08	IMPAIRED	REFUSAL	264 OTHER	273 HTA	24-13 HTA	167 HTA	264 & 273	TOTALS
16 & 17									
Restricted	2	-	-	2	6	15	-	-	25
Denied	-	-	-	-	1	3	-	-	4
Full Rem.	-	-	-	-	-	-	-	-	0
18 to 20									
Restricted	27	1	-	3	180	36	-	-	247
Denied	2	-	-	1	10	1	1	-	15
Full Rem.	-	-	-	1	-	-	-	-	1
21 to 24									
Restricted	112	6	9	11	381	18	1	5	543
Denied	5	3	1	-	13	-	-	-	22
Full Rem.	20	2	1	1	1	-	-	1	26
25 to 29									
Restricted	116	18	24	21	280	8	1	2	470
Denied	6	-	1	3	16	-	-	-	26
Full Rem.	44	3	6	-	2	-	-	-	55
30 to 34									
Restricted	97	17	19	14	153	3	-	2	305
Denied	10	1	2	2	9	-	-	1	25
Full Rem.	15	5	4	1	-	-	-	-	25
35 to 39									
Restricted	80	13	23	13	77	1	1	-	208
Denied	4	2	1	1	12	-	-	-	20
Full Rem.	7	4	6	-	-	-	-	-	17

Table No. MV5

AGE	OVER .08	IMPAIRED	REFUSAL	264 OTHER	273 HTA	24-13 HTA	167 HTA	264 & 273	TOTALS
40 to 44									
Restricted	69	4	15	3	57	-	1	-	149
Denied	3	3	1	-	5	-	-	-	12
Full Rem.	7	1	1	-	-	-	-	-	9
45 to 49									
Restricted	63	5	11	6	26	-	-	2	113
Denied	4	1	1	-	2	-	-	-	8
Full Rem.	8	-	3	-	-	-	-	-	11
50 to 54									
Restricted	38	5	10	1	19	1	-	-	74
Denied	1	-	-	-	-	-	-	1	2
Full Rem.	5	1	-	-	-	-	-	-	6
55 to 59									
Restricted	36	5	3	2	16	1	-	-	63
Denied	-	-	-	-	1	2	-	-	3
Full Rem.	1	1	1	-	-	-	-	-	3
60 to 64									
Restricted	21	1	6	1	10	-	-	-	39
Denied	3	-	-	-	-	-	-	-	3
Full Rem.	1	-	3	-	-	-	-	-	4
65 to 69									
Restricted	8	-	3	-	3	-	-	-	14
Denied	-	-	-	-	-	-	-	-	0
Full Rem.	3	-	-	-	-	-	-	-	3
70 to 74									
Restricted	3	-	-	-	1	-	-	-	4
Denied	2	-	-	-	-	-	-	-	2
Full Rem.	1	-	-	-	-	-	-	-	1

Table No. MV5

AGE	OVER .08	IMPAIRED	REFUSAL	264 OTHER	273 HTA	24-13 HTA	167 HTA	264 & 273	TOTALS
OVER 75									
Restricted	2	-	-	-	1	-	-	-	3
Denied	-	-	-	-	1	-	-	-	1
Full Rem.	-	-	-	-	-	-	-	-	0

APPLICATIONS CANCELLED	92
APPLICATIONS PENDING	31
SUSPENSION EXPIRED	50
TOTAL APPLICATIONS RECEIVED	2,734

Table No. MR1

CARDIOLOGY APPLICATIONS
CLASS OF LICENCE APPLIED FOR AND DISPOSITION

AGE - DISPOSITION	CLASS 1		CLASS 2		CLASS 3		CLASS 4		CLASS 5		TOTALS
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	
16 - 19											
Granted											0
Restricted											0
Denied									1*		1
20 - 24											
Granted	3										3
Restricted							1				1
Denied									1*		1
25 - 34											
Granted					1		1				2
Restricted							2				2
Denied											0
35 - 44											
Granted	1						1				2
Restricted					1		1	1			3
Denied											0
45 - 54											
Granted	3			1	2						6
Restricted	2		1				2	1			6
Denied											0

Table No. MR1

AGE - DISPOSITION	CLASS 1		CLASS 2		CLASS 3		CLASS 4		CLASS 5		TOTALS
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	
55 - 64											
Granted	2										2
Restricted		1			1		2				4
Denied			1								1
65 - 74											
Granted											0
Restricted											0
Denied	1										1
75 & UP											
Granted											0
Restricted											0
Denied											0
Cancelled or Pending Applications											(5)
TOTALS	12	1	2	1	5	0	10	2	2	0	40

* Holds Restricted Class 5.0 Licence - Removal of Restrictions Denied

Table No. MR3

NEUROLOGY APPLICATIONS
CLASS OF LICENCE APPLIED FOR AND DISPOSITION

AGE - DISPOSITION	CLASS 1		CLASS 2		CLASS 3		CLASS 4		CLASS 5		TOTALS
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	
16 - 19											
Granted							1		1		2
Restricted									1	1	2
Denied									1		1
20 - 24											
Granted											0
Restricted								1	3	1	5
Denied									1		1
25 - 34											
Granted	2				1		1		3	2	9
Restricted	1				1				4		6
Denied	1								2	1	4
35 - 44											
Granted			1				1		1	1	4
Restricted	2								4	1	7
Denied							1				1
45 - 54											
Granted	1				1				2		4
Restricted							2		6	2	10
Denied							1		1		2

Table No. MR3

AGE - DISPOSITION	CLASS 1		CLASS 2		CLASS 3		CLASS 4		CLASS 5		TOTALS
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	
55 - 64											
Granted	1										1
Restricted	1									1	2
Denied									1		1
65 - 74											
Granted											0
Restricted											0
Denied									3		3
75 & UP											
Granted									1		1
Restricted									2		2
Denied									1		1
Cancelled or Pending Applications											(8)
TOTALS	9	0	0	1	3	0	7	1	38	10	69